"All the News That's Fit to Print."

The New York Times.

ONE CENT

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ONE CENT

THE WEATHER.
Fair; fresh to brisk westerly winds.

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THE NEWS CONDENSED.

Stocks dull.

Cash wheat, No. 2 red, 77¾c.; cash corn, No. 2 mixed, 39½c.; cash cotton, 6 3-16c.

FOREIGN.—The cup challenger Shamrock beat Britannia in her first trial race yesterday by more than 16 minutes. Her full sailing powers were not exerted to the utmost. THE NEW YORK TIMES's special correspondent in London gives new theories regarding the construction of the Shamrock. The Volksraad has adopted the seven-year franchise proposition. It was strongly recommended by President Krüger. It is believed in London that a satisfactory solution of the Transvaal crisis is at hand. Mr. Cecil Rhodes, ex-Premier of Cape Colony, was received enthusiastically in Cape Town yesterday. The court-martial of Capt. Dreyfus will begin, it is stated, on Aug. 10. Major Esterhazy has again made a statement, in which he says he wrote the bordereau at the order of Col. Sandherr. He accuses Mercier, Boisdeffre, and Gonse of knowledge of the forgery. Because of the objections of Great Britain at the International Peace Conference, Capt. Mahan of the American delegation has withdrawn his naval war amendments. The speech of Mr. Holls of the United States delegates to the Peace Conference secured the acceptance of provisions for revision of the arbitration tribunal's decisions. It turns out that ex-King Milan arranged the recent attempt on his life. Austria may request him to leave Servia.—Pages 1 and 7.

Page 1.

Fire in Grace Hotel, Milwaukee, last night destroyed the structure, and several firemen who were on the roof fell with the walls and sustained serious injuries. It is feared that five cannot recover.

Page 2.

There was a big meeting in Cooper Union last night of sympathizers with the striking trolley men. Few noted speakers were present.

More longshoremen went on strike yesterday along the river piers, but no disturbances were reported. Italians took some of the vacant places.

The Ladies' Catholic Benevolent Association began its fifth biennial session at Asbury Park yesterday. The financial reports show that the association is in a flourishing condition.

Municipal ownership of street railways in Detroit was practically defeated yesterday, when the Aldermen tabled all ordinances under which the city would be authorized to purchase and hold the roads.

Page 4.

The President and Cabinet decided to take no notice of the statements of the newspaper correspondents at Manila regarding the conduct of the campaign in the Philippines. Encouraging news was received from the Philippine Commission.

The Devon polo team defeated the Philadelphia Country Club men at Cedarhurst yesterday. A pony was killed and a stable attendant rendered unconscious by an accident.

The special correspondent of THE NEW YORK TIMES at Manila describes the departure of Admiral Dewey for home and gives a list of the officers of the famous Olympia.

A meeting of the Executive Committee of citizens appointed to further the Dewey testimonial and fund was held yesterday afternoon at the Astor House. A committee of three was named to communicate with Admiral Dewey to ascertain his sentiments on the matter.

Page 5.

Ethelbert won from Martimas yesterday at the Brighton Beach races. Imp, the Suburban winner, was a popular favorite, and won her race.

Both of the Greater New York baseball nines lost yesterday. The Chicagos defeated the New Yorks and the Pittsburgs beat the Brooklyns.

Members of the International University Advisory Committee met yesterday at the Queen's Club, Brighton, to complete arrangements and decide upon the order of events for the athletic contests between the Yale-Harvard and Oxford-Cambridge teams on Saturday.

Page 6.

An Administration official predicted that Secretary Alger would resign, under pressure, before the meeting of Congress.

A report was circulated in Washington that the action of Congress in raising the pay of the employes in the Government Printing Office was brought about by the use of a corruption fund.

The United States Circuit Court of Appeals yesterday affirmed the decision of the Circuit Court in favor of the New York Air Brake Company in the suit brought against it by the Westinghouse Air Brake Company for an alleged infringement by the New York company of Westinghouse patents.

Page 7.

The organization of the American Bicycle Company was finally agreed upon yesterday by the representatives of forty-five concerns at a meeting at the Waldorf-Astoria. The company will be capitalized at $40,000,000, instead of $80,000,000, as originally contemplated. A. G. Spalding probably will be President.

Page 10.

Plans were filed yesterday by the estate of John Jacob Astor for a three-story studio and store building to be erected at the southeast corner of Fifth Avenue and Fifty-fifth Street, at a cost of $70,000.

Page 12.

The Grand Jury yesterday listened to further evidence in the Molineux case. Among the witnesses examined was H. C. Corbish.

McFarlane Anderson says he was assaulted on board his yacht at McGowan's shipyard, Brooklyn, by men sent by A. Perry Bliss of Manhattan to regain possession of the boat.

In the suit brought by George B. McLellan against Nat C. Goodwin, the actor, the Appellate Division of the Supreme Court has dismissed McLellan's complaint as well as Mr. Goodwin's counter claim of $14,000.

George M. Valentine, the defaulting cashier of the Middlesex County Bank, at Perth Amboy, was sentenced yesterday to six years in State prison. Great dissatisfaction with the sentence was expressed by depositors of the wrecked bank, who may prosecute the officers.

The effort of the Tammany leaders to break the bond issue hold-up in the Council was repeated yesterday, on the motion to authorize the issue of $250,000 of bonds for the Croton watershed, and again it failed. It is said no vacation will be taken till the hold-ups are broken.

The Board of Aldermen yesterday laid on the table the memorial from the Rapid Transit Commission requesting that the Board of Estimate refrain from increasing the debt of the city, so as to permit the construction of the underground road.

Mrs. Guy V. Henry, wife of Gen. Henry of the United States Army, addressed a meeting of down-town business men, in the rooms of the Merchants' Association, yesterday, on Puerto Rico and its needs. Mrs. Henry said that business in the Island is at a standstill; that many of the inhabitants are starving, and that instant relief is necessary.

A New York Central lighter on Monday, when off Guttenberg, N. J., ran down a rowboat containing three boys. The lighter put about after the accident, but people who witnessed the accident from the shore say they do not know whether the boys were saved or not. The boat was left adrift.

Arrivals at Hotels and Out-of-Town Buyers.—Page 3

Marine Intelligence and Foreign Mails.—Page 3.

Business Troubles.—Page 10.
New Corporations.—Page 3.
Insurance Notes.—Page 10.
Yesterday's Fires.—Page 3.
Weather Report.—Page 3.
Court Calendars.—Page 9.
Losses by Fire.—Page 3.
Legal Notes.—Page 12.
Real Estate.—Page 10.
Railroads.—Page 4.
Markets.—Page 9.

Matteawan Hatter Inherits $25,000.

Special to The New York Times.

MATTEAWAN, N. Y., July 18.—Leonard Livingston, a young hatter, employed in one of the shops here, has just fallen heir to $25,000 through the death of an aunt. The money will be paid to him this week. Some years ago Livingston's uncle was pastor of a church at Glenham. The pastor became well-to-do, and on his death left his estate to his sister. She died, and Leonard Livingston becomes the sole heir of the estate.

Standard, Bottled at the Brewery.
$1.10 per case of 24 bottles. At grocers. Out of town orders promptly attended to. Order by postal or telephone, 164 Wyburgh. *Otto Huber Brewery, Brooklyn.*—Adv.

CUP CHALLENGER BEATS BRITANNIA

More Than 16 Minutes Ahead in the First Trial Race.

YACHT'S OWNER IS PLEASED

Shamrock's Sailing Powers Not Exerted to the Utmost.

Prince of Wales Boards Britannia to Witness the Spin—New Theories About Shamrock.

SOUTHAMPTON, July 18.—The first trial race between Shamrock and Britannia took place to-day. The result was a victory for the cup challenger, which won easily, beating Britannia by 16 minutes and 25 seconds. Both yachts were handled with admirable skill. The Prince of Wales was on board Britannia.

There was much excitement on the Solent over the race. From early morning crowds watched the preparations on board both yachts, while the whole fleet from Southampton, Cowes, and other points made for Ryde. The scene at Ryde Pier was most animated. Long before the start crowds of fashionable visitors had arrived.

The Shamrock was towed from Southampton, the Erin following with Sir Thomas Lipton and a distinguished company. The weather was hot and slightly hazy, with a slight southeast breeze, which promised to last through the day. The course was from the Ryde Pierhead eastward around the Nab Lightship, leaving it on the starboard hand; then back past Cowes to a buoy on the Solent bank, rounding the buoy on the starboard, and finishing at Cowes opposite the Royal Yacht Squadron's house. The course sailed was about forty miles.

The Prince of Wales arrived at Southampton at 11 o'clock, wearing a yachting suit, and immediately embarked on board the Admiralty yacht Fire Queen. From the Fire Queen he was transferred to Britannia.

As the starting gun boomed Britannia immediately crossed the line, Shamrock following in a way to give the impression that she had no objection to giving Britannia a slight lead. The latter, however, did not long maintain the advantage.

It was a dead beat to windward, and little distance was covered before Shamrock, which started on the short leg to port, overhauled her, and on the following long leg to starboard Shamrock forged ahead rapidly. It was at once noticed that she was sailing nearly half a point nearer the wind than Britannia. Shamrock was carrying her mainsail gibheaded, topsail, jib, and foresail. Britannia carried the same canvas, but, in addition, her clubtopsail. Shamrock was half a mile ahead passing Warner.

Hogarth was at the helm of the cup challenger. The boat held up admirably, and there was not a drop of water adeck. She proved extremely quick in putting about, only taking ten and one-half seconds.

On rounding the Nab Lightship both yachts set their spinnakers for the run back.

The only mishap of the day was that when Shamrock's sail began to fill the top caught in the crosstrees. The huge canvas flopped flat, and then suddenly burst, like a balloon, and a big rent became visible in the upper part, where a long strip had been torn out, leaving a hole big enough for a man to crawl through.

Shamrock's speed naturally suffered somewhat from this accident.

Both boats soon set their topsails, and later their balloon foresails. The yachts jibed to port near Ryde. They were then traveling at such a rate that the press boat, going at a speed of eleven knots, was unable to keep the pace with Shamrock, though the wind lightened considerably after leaving the Nab Lightship.

Britannia appeared to be holding her own for a short spell before she reached Ryde, but Shamrock again crept slowly ahead, widening the gap.

The scene at this time was an inspiriting one. Both yachts, under a cloud of canvas, were gliding on even keels.

As the Shamrock rounded Old Castle Point and came into full view of the crowds on the Cowes esplanade, she had all sails full set, showing an immense stretch of canvas and affording a splendid sight, which drew hearty cheers from the assembled spectators.

The wind freshened after passing Cowes, and both boats took in their spinnakers and started on the broad reach to the Solent buoy. After jibing around they reached back, finishing with a short tack to make the home mark.

The corrected times at the finish were: Shamrock, 3:43:50; Britannia, 4:00:15. The times passing the buoy on the Solent bank were: Shamrock, 3:15:45; Britannia, 3:25:04.

Experts were satisfied that the Shamrock will be able to give a good account of herself in the contest for the America's Cup.

Both yachts were admirably handled, but the Shamrock had a clear advantage throughout.

COWES, Isle of Wight, July 18.—On the actual difference in the times of Shamrock and Britannia at the finish of to-day's race, it does not appear that Shamrock has a great chance of winning the America's Cup. These signs, however, may be deceptive.

It was the opinion of those who closely watched the race from the steamer following the yachts that Shamrock was never pushed to her utmost in to-day's trial, and that Mr. Fife, the designer of the yacht, who practically engineered the contest on behalf of Sir Thomas Lipton, merely desired to ascertain whether Shamrock could show Britannia a clean pair of heels. He had no desire, however, to let every one into the secret of the actual merits or best speed of the challenger.

Confirmation of the foregoing opinion is found in the fact that, while Britannia carried every possible stitch of canvas, Shamrock was running before the wind from Nab Lightship to the Solent bank buoy, and only had her jib headed with the topsail instead of the clubtopsail, like Britannia, and that on the broad reach home from the Solent buoy Shamrock lowered her jibtopsail, which would have been of material assistance had her skippers really wished to show her at her best.

Mr. Fife and Mr. Jameson were on board Shamrock, but Sir Thomas Lipton followed on board the Erin, which, with a few yachts and one solitary but crowded excursion steamer, escorted the racers around the course.

The fresh breeze that was blowing at the start dropped somewhat, but revived sufficiently to bring the racers home at a spanking pace, and proved an excellent wind from the racing point of view, as it enabled the cracks to be tested as to three points, namely, beating to windward, running, and reaching.

Shamrock showed to the best advantage beating to windward, and gained six minutes on Britannia in the eight-mile beat to the Nab Lightship from the start, although beating is considered one of Britannia's strong points.

On the run back to Cowes Shamrock's gain was less perceptible, considering the distance, about fifteen miles, but Shamrock did not set her clubtopsail, and so did not do her best. On the reach home Shamrock did better, and could evidently have done the distance in much shorter time if she had been put upon her mettle.

Shamrock is decidedly the fastest boat ever launched in these waters. No other craft ever gave Britannia such a beating on a fair sailing trial. There was considerable manoeuvring of the yachts before the start, and the opinion was freely expressed that Shamrock did not appear to be so well handled as Britannia, which was in the hands of the veteran, Carter, who skippered her successfully against Vigilant in 1894.

Britannia was sailed beautifully, and excited general admiration among the immense crowds of fashionable people who witnessed the return of the boats from every point of vantage.

MORE SHAMROCK THEORIES.

Cup Challenger's Mast and Boom May Be Made of Pressed Fibre of Wood.

Special to The New York Times.

LONDON, July 18.—Shamrock was tested by Britannia to-day. The result is considered most satisfactory to Sir Thomas Lipton and others who are anxious to see the America's Cup return to this country.

A friend who was on board Britannia telegraphed me to-night:

"Shamrock is a real flier and good at all points. She gave Britannia the start and beat her by six minutes in a dead beat to windward of eight miles. She gained ten minutes in straight run of fourteen miles. In a light breeze she played with Britannia. In an eight-mile run home she gained three minutes. If desirable, she could have won by thirty minutes."

The man who sent this is an experienced hand, but perhaps he is enthusiastic, still his opinion is entitled to respect.

To-day's experience at least shows that Shamrock is able to beat Britannia more than twenty minutes over the cup course. This proves little, as Britannia is an old boat, and may have deteriorated, but as stated, Shamrock may be a flier, and for reasons just discovered by THE TIMES's correspondent.

MYSTERY IN HER CONSTRUCTION.

It will be remembered that every detail connected with the building of Shamrock was shrouded in mystery. This was not so in the case of any other yacht designed for the purpose of recapturing the America's Cup. Shamrock was put together in a building especially erected, and absolutely closed to the public. It was locked at night, and with a special key in the possession of one man.

None but Sir Thomas Lipton and a few friends saw the launching. The yacht took the water in petticoats, so that the few spectators who could not be shut out saw nothing, even of her outlines. The sails were made in a special building, and at the close of the day every scrap was picked up, put into bags, and burned. The sails were packed in bags, which were sealed until morning.

It was hinted more than once that a new kind of material was to be used in Shamrock. Nothing more than this was made public. The spars were made at Glasgow and shipped thence.

But why were they made in Glasgow?

It is in connection with the mast and boom that the supposed new material plays the principal part. It has been said that the mast and boom were to be of steel, lighter though perhaps not so elastic, as wood,

Here enters the new material. A short time ago a syndicate was formed for the purpose of exploiting a new invention. To-day I met one of the original Directors. He had, he considered, been ousted unjustly from his position. He spoke of this without intending to reveal what was possibly a secret, but when he said that the invention had been taken advantage of by Sir Thomas Lipton his revelation became more interesting than he was aware. He described the new invention or material as about a quarter of the weight of steel and much stronger.

"Why," he said, waxing enthusiastic, "you could make no impression on it with an axe, and the only shipment made was for Glasgow and, I believe, for Sir Thomas Lipton's yacht."

DESCRIBES THE MATERIAL.

He mentioned the name of the syndicate, which is a limited company. I called upon the manager. I said I had heard that he owned an invention which for certain purposes would supersede steel. He admitted this, and gave me the following explanation:

"We have acquired patents for manufacturing a tubing from wood fibre, whereby the natural fibre and grain of various woods are utilized to construct tubes and cylinders of any size and shape so as to obtain strength and lightness and cheapness in production. This accomplished, we use thin sheets of natural wood of veneer grain, the outermost and innermost layers running parallel to the longitude of the tube, while the intervening layers are placed with the grain crossways, spirally, diagonally, and in transverse order. These several layers are cemented with special material impervious to moisture, and molded by means of mandrils of the required size and shape."

"What do you propose to do with the invention?"

"It will revolutionize and practically control the cycle trade of the world," he said.

There were cycles made of the material on the premises. He lifted one with his finger.

"What else is it useful for?" I asked.

"It will," he replied, "be the only material used for yachts' masts."

Had he made any? He refused to say yes or no, but admitted that he had shipped a lot of the material to Glasgow. Then he grew enthusiastic and said:

"Owing to the peculiar construction of the compound tubing, the strength of the natural grain and the fibres of the various woods are preserved and utilized in a compound manner, while the tendency to split or snap is entirely obviated, thus making the tubing practically unbreakable. It is one-fourth the weight of steel tubing, yet of the same diameter. The strength and cheapness of the material and the simplicity of its construction render its manufacture inexpensive, and adapted to the masts of ships, the construction of boats, and larger vessels, cycles, poles, shafts, and all articles requiring strength and lightness.

"By the use of paint the exterior tubing is protected from atmospheric change and moisture, while the use of an insoluble damp and steam proof cement renders the tubing impervious to the attacks of heat, moisture, and insects."

TESTS OF THE NEW TUBING.

Had he tested the strength of the tubing? He showed me the opinion of an expert, who said: "I have tested two samples of the patent wood tube. It stood 500 pounds of pressure to the square inch with no visible sign of fracture. It stood a pressure of 735 pounds before it showed any signs of expanding or bursting. There is no doubt that the tube is immensely strong. A steel tube of the same diameter and of equal weight would not have stood a pressure of more than 400 pounds."

The manager further said that the machine used by his company shaved the wood as thin as a ribbon and almost as thin as paper. The compressed combinations of these ribbons make the material of extraordinary strength and toughness. He was surprised that I had heard of it.

He would not say the Shamrock's mast was made of the material, but admitted

Continued on Page 3.

POSTSCRIPT

3:30 A. M.

TWO EXPLOSIONS IN BROOKLYN

Attempt Made This Morning to Blow Up the Fifth Avenue Elevated Structure at Thirty-sixth Street.

An attempt was made at 1:45 o'clock this morning to blow up the station of the Fifth Avenue Elevated Railroad at Thirty-sixth Street, Brooklyn. It is supposed to have been the work of some of the strikers.

Heavy charges of dynamite were placed at the bases of two pillars and exploded simultaneously. The bottoms of the pillars were wrecked, and some of the steel plates blown out.

The structure was much weakened, and all traffic on it was stopped, as it was not thought safe to run trains over that section.

One piece of iron was hurled more than a block through the side of a vacant house. Windows were shattered in the neighborhood, and plaster was dislodged from the ceilings and walls. No one was injured, however.

It had been quiet in the neighborhood up to that time, and the explosions caused great excitement. Two policemen who were several blocks away hurried to the scene, but when they arrived they could find no trace of any one, the men responsible for the explosions having made their escape in the darkness.

When the explosions were reported at the Brooklyn Police Headquarters ten detectives were immediately dispatched to the scene in a patrol wagon. They found nothing to do, however, when they got there.

Repairs on the structure, it was said, would be begun at once, so that the traffic during business hours to-day would not be impeded.

NO STRIKE ON METROPOLITAN.

Result of a Conference Held in the Office of General Master Workman Parsons This Morning.

At 2:30 o'clock this morning a caucus of about fifty men was held at the office of General Master Workman Parsons, 110 East One Hundred and Twenty-fifth Street.

The men began to arrive at about 1:30 o'clock in couples and fours. Among the number, it is said, were several Brooklyn men, and it is hinted that something decided may develop sooner than had been expected.

It was said after the meeting that it had been decided there would be no strike on the Metropolitan system, and that the efforts of the several Brooklyn men who were present to influence the Metropolitan men to strike had failed.

HOTEL FIRE IN MILWAUKEE.

Firemen Fighting Flames on the Roof of Grace Hotel Fall with the Walls —Five of Them May Die.

MILWAUKEE, Wis., July 18.—Fire tonight destroyed the Grace Hotel, a four-story brick structure, at the corner of Park and Reed Streets, on the South Side. About twenty-five firemen were injured, of whom five may die. The pecuniary loss will be small.

Among the injured are Chief James Foley, Capt. P. J. Linehan, Capt. John Wolf, Assistant, and Chief Clancy. It is feared that Capt. Linehan and Capt. Wolf cannot recover.

Two alarms were sent in, owing to the dangerous locality. At a time when the fire seemed to be under control, and while several firemen were in the structure to subdue what little flames were left, with ten others on the roof, the structure collapsed and nothing but a mass of débris was left.

The firemen on the roof and those on the ladders and within went down with the ruins. It was an unexpected catastrophe, and the crowd groaned as one man when they realized what had happened. The work of rescue then began, and as quickly as the injured could be gotten out, ambulances and other conveyances hurried them to the Emergency Hospital.

MRS. PEROT OFF FOR EUROPE.

Woman Who Abducted Her Daughter in Baltimore Sailed with the Child from Montreal.

Special to The New York Times.

BALTIMORE, July 18.—Mrs. Letitia A. R. Perot, divorced wife of William Yates Perot, who abducted her eleven-year-old daughter Gladys last Thursday and hurriedly left Baltimore, is now on the ocean, having sailed last Saturday from Montreal. Mrs. Perot obtained a divorce from her husband about one year ago. The latter's father, William H. Perot, was appointed by the court custodian of the couple's two children, Arthur and Gladys.

On Wednesday of last week Mrs. Perot, who had been living abroad for several years, came to this city and registered at the Stafford. She communicated with her father-in-law and requested him to bring her children to the hotel to see her. This Mr. Perot did on Thursday, and at the entreaty of the mother he left the girl at the hotel for the night upon her promise that the child would be sent to his home the following day. About dusk Thursday evening Mrs. Perot and her daughter left the Stafford and were driven to the Pennsylvania Railroad Station, where they took a train for New York. They were lost sight of for several days, and the police of various cities were notified to look out for them.

News was received here to-night that Mrs. Perot and her daughter took passage under the names of Miss R. Pierce and Miss V. Pierce on the steamship Cambroman of the Dominion Line, sailing from Montreal on Saturday. They were accompanied by an Englishman, whose name on the passenger list was given as Neptune Blood.

The Truth from Manila.
An interesting series of letters now running in The Evening Post—a particularly strong one will appear in to-day's issue.—Adv.

Chautauqua Excursion.
$10.00 round trip by ERIE RAILROAD, July 28. Tickets good for return until August 27th.—Adv.

BROOKLYN STRIKERS LOSE MORE GROUND

All-Night Service for the First Time Since Trouble Began.

LABOR MEN STILL CONFIDENT

Say They Are Gaining Recruits in Spite of Indisputable Facts.

Operation of the Trolley Lines More General than on Monday, but Far from Complete.

The striking employes of the Brooklyn Rapid Transit trolley road system lost more ground yesterday, but have not yet formally surrendered, nor has there been the stampede to make peace which was looked for after the good showing of ability the managers made to operate their lines on Monday. The strike appears to be disintegrating slowly and gradually.

The strike leaders continue to assert, in the face of evident and indisputable facts, that they are gaining recruits and have been continuing their efforts to have the men on the elevated roads of the system join the surface road strikers. They have received some encouragement in these efforts by individual accessions from the elevated roads, but from those roads there has been no general movement of employes, and there has been no appreciable delay in the running of trains.

The Rapid Transit authorities continue to assert that the strike is over and that they can run their cars on schedule, but they fail to make their boasts good. The operation of their lines yesterday, while more general than on the day before, was far from complete.

Cars were run on Rapid Transit surface lines all night for the first time since the strike was declared. This service, which was attended with minor disturbances, was irregular and desultory, and included only five or six lines. There were indications, however, that there were men enough to give better service who were ready to work, but were afraid of the night runs.

An uncertain number of men from Philadelphia were added to the force of workers, but they were of no practical value, as few of them knew the city and each of them who went on a car was accompanied by an experienced conductor to "break him in." The presence of these new men did not provoke any special outbeak or violence.

While the strike is obviously waning, the feeling against the men at work is intensely bitter. It was expressed in assaults of various kinds, from the throwing of an egg by a boy at the corner to apparently concerted rushes by mobs composed of scores of men. These incidents were numerous in South Brooklyn and East New York and in the suburbs of the borough.

The Board of Aldermen adopted three separate resolutions bearing on the strike, one of which expressed the sympathy of the board with the strikers and called on the railway managers to submit to arbitration. The other resolutions appealed to the city and county authorities for the enforcement of the labor laws.

NO CARS ON FULL SCHEDULE.

Bridge Traffic However Handled with Considerable Success—Men Going to Work.

All the Brooklyn street car lines of the Rapid Transit system were in operation yesterday, but none of them was run on full schedule all day, and on many of them the operation was merely nominal.

The trolley is such an important part of Brooklyn life that the strike remained the absorbing topic of conversation among all kinds and conditions of people, and there continued to be much inconvenience and delay in getting from one part of the borough to another.

The great bridge traffic was handled even more successfully than on the day before, but ordinary travel was impeded. The people generally accepted the conditions with good humor.

Recruits consisting of strikers came back, old men formerly discharged for various causes, and some available new men were received at all the stables. It was again impossible to secure accurate figures of the numbers of these.

Strikers and their sympathizers who were questioned on the subject invariably said that more men had gone out than had returned. Division Superintendents, Depot Masters, and other executive officers of the Rapid Transit system just as invariably said that nearly all the men had returned and that they had full forces.

The Flatbush and Flushing Avenue cars reappeared on better headway than the day before, and the Fifth, Third, and Seventh Avenue lines bettered their schedules apparently at the expense of the Fulton Street line, which ran cars at wider intervals than the day before.

The Court Street cars continued to be very slow and rare, and by night were practically withdrawn. Between 7:30 and 8 o'clock last night thirty-six cars of the Rapid Transit system passed the Court House against forty-eight in the same hours of the night before, but they were more evenly distributed among the lines.

DISTURBANCES OF THE DAY.

Rioters Attack a Fifth Avenue Car and Several Persons Are Injured —Policeman Fires to Hit.

The most serious outbreak, by all odds, which has resulted from the strike, occurred about 6 P. M. yesterday at Fifth Avenue and Sixth Street. One man went to the Seney Hospital with a broken arm as the result of a furious riot, and three others were injured. It took several pistol shots to disperse the crowd, and one of these came near causing a tragedy, for it was fired to hit and not to scare.

The point where the riot occurred is not far from Washington Park, which is at Third Avenue and Third Street, and the fact that the crowds were leaving the grounds after the ball game about that time contributed largely to the trouble that arose. Another fact that had something to do with it was the presence of a number of the employes of the Ansonia Clock Company, which has its factory at Seventh Avenue and Twelfth Street, who were on their way home after the day's work. The neighborhood where the row occurred is thickly populated with the families of these employes and of employes of the Nassau line.

Trolley Car No. 2,208 of that line was on its way to Manhattan Borough, along Fifth Avenue, under charge of R. E. Latham, motorman; James F. Mulcahy, conductor, and Patrolmen Brown and Michael Byrne of the Twenty-sixth Precinct, in Manhattan. As far as can be ascertained, there were few passengers aboard. The crowd was a large one, and the car stirred it as a red flag stirs a bull. The fact that there were only two policemen to protect it led the strike sympathizers to believe that they could easily "do up" the motorman and conductor, and that they started in to accomplish.

"Kill the scabs!" some one shouted. "Stop de car and trow 'em off it, boys! We'll knock de bloody heads off'm!"

RIOTERS BOARD THE CAR.

The mob went afire at once, and immediately began to head off the car, which slowed down. Some commenced to pile rubbish upon the tracks, and others caught up stones brickbats, and any missiles that were handy and began to hurl them at the uniformed men on the car, which was an open one. The motorman shut off the power and the policemen sprang to their feet, grasping their sticks.

Then the crowd came on with a roar, most of its members young fellows, wildly excited, and cursing the "scabs" as they drew near. The passengers sprang out of the car and got away to comparative safety, not escaping occasional thumps as they beat their retreat, and then the rioters boarded the car and commenced a fierce assault on the policemen, motorman, and conductor.

Latham and Mulcahy used their fists as well as they could, and the patrolmen laid about them lustily with their sticks, but the policemen had a force of some 150 men to fight, and did well to protect themselves, to say nothing of helping their charges. Both Latham and Mulcahy were dragged struggling from the car and beaten fiercely, while the mob shouted, "Kill them! kill them! kill them!" "Cut their throats, the — — scabs! Knock — out o' them! Aw, you're the people to take away a man's job! Kick the stuffin' outer them, boys!"

Latham was thrown upon the ground, and some of his assailants started to take their own advice, and kicked him in a way that threatened to stave in his ribs. He would probably have met his death if left to their tender mercies, but Detective Sergeant Henry Metcalfe, who lives in Fifth Street not far from the scene of the disturbance, happened to be walking down the avenue on his way home to supper, in citizen's clothes, and he ran to the rescue of the prostrate man.

He shoved his way through the crowd in short order and caught hold of a man who was in the act of kicking Latham and dragged him away. The crowd melted a little away from him as he drew his revolver, which he held in his right hand, keeping the prisoner with the left. Latham turned on his side and groaned feebly.

MISSILES FLY THROUGH THE AIR.

Bottles, pieces of brick, stones of all sizes, sticks, and tin cans were now flying through the air. Shouts of "Kill them! Don't let 'em get away! Kill the cops!" mingled with inarticulate roars, but the crowd backed somewhat away from the place where patrolmen's clubs were whipping through the air. The blows grew less and the missiles increased. Then Sergt. Metcalfe dodged in time to let a bottle fly by his head. "That came purty near you!" said a small boy with a grin. The Sergeant didn't grin.

Another bottle stirred his wrath, for his left hand, still firmly clutching the prisoner, was already swelling from the impact of a stone and another missile had skinned his right ankle. He saw across the street the man who had thrown the bottle at him, and took deliberate aim and fired at him. The bullet did no damage, but the bottle thrower made himself scarce.

Rescue was at hand in short order, however, for Patrolman Mullen of the Forty-fourth Precinct, who was on post in the vicinity, had hastened to the signal box at Fifth Avenue and Fourth Street, and sent in to the station house at Fifth Avenue and Sixteenth Street, the news that a car was being held up. The message came in at 6 P. M., when a row of patrolmen was lined up for the night shift in front of the desk, and they were sent out instantly in the patrol wagon to the scene of trouble, with Capt. Lawson at their head.

The number sent is variously reported as being from eight to twenty-five. At all events the wagon reached the car on the dead run in a few minutes, there being little traffic in the streets and the police fell upon the crowd with their sticks. Under Lawson's orders two or three of the men fired over an unoccupied house to scare the mob.

MOUNTED POLICE ARRIVE.

These shots awakened the attention of a body of twelve or fifteen mounted policemen, attached to the Prospect Park squad, and they also came up. Sergt. Metcalfe's prisoner, who proved to be a striking motorman, Charles E. Simms, thirty-three years old, of Court and First Streets; two other prisoners, Harry Sauers, twenty-six years old, of 249 Twenty-third Street, also a striker, and Frank Hoofer, nineteen years, of 238 Eighth Street, an employe of the Ansonia Clock Company, were all piled into the patrol wagon.

The motorman and conductor were also put in the wagon, which then started for the station house in charge of several policemen. This was all done in fifteen or twenty minutes after the wagon had arrived. The policemen who remained behind spent a good while longer in dispersing the crowd. Another motorman and conductor were secured somewhere, and the car was sent on its way to this borough.

At the station house ambulance surgeons from the Seney Hospital attended the wounded. Latham, whose left arm was fractured, and who was badly bruised about the nose and face, was sent to the hospital. Sergt. Metcalfe went home, and went on duty later. Mulcahy, the conductor, whose nose and face were bruised, and Patrolman Byrne, whose lower lip was cut, and who had lost some his teeth at the scene of action, went to the car stables at Fifty-eighth Street and Third Avenue, where they went on duty.

Sergt. Metcalfe was asked last night whether he had fired his shot in the air. "No," said he, grimly, "I fired to hit. A man threw a bottle at me, and I fired at him. But I didn't hit him. If we had had five policemen there at the start with night sticks, we could have handled the whole crowd. But it was a pretty hot fight."

The crowd that filled the streets to watch the fight was a large one, and one eye-witness of the scene said that from Fifth to Ninth Street the avenue was black with people.

THREW BRICKS AT CAR.

The police brought into the Adams Street Station yesterday two prisoners, striking Nassau employes, Philip Casper, twenty-one years, of 223 Twenty-third Street, a former switchman, and William Weidler, twenty-four years old, of 276 Twenty-second Street, a former motorman. They were accused of throwing bricks at a trolley car.

The men were arrested about 2 P. M. They had entered a flathouse at Twenty-second Street and Fifth Avenue, armed with brickbats, and had mounted to the top floor, where a ladder communicated with the roof. From the roof they started a fusillade of bricks at Fifth Avenue trolley cars. They hammered Trolley Car No. 2,200, north bound, with good effect, striking the roof with their missiles and smashing windows.

Patrolman Turner, who caught sight of the men on the roof, had the car stopped and, drawing his revolver, entered the house to get the two offenders. He found Weidler coming down, and collared him in the hallway. Weidler was turned over by Turner to Patrolman McGowan of the West Forty-seventh Street Station in Manhattan, and Turner entered one of the flats in search of Casper, who had fled thither. He found Casper under a bed, and made no effort to drag him out. He simply poked the end of the revolver under the bed and remarked:

"Hey! come out o' there!"

Casper backed sheepishly out from under the bed and submitted to being taken down stairs. When he got into the street, and Turner enjoined him to "git into that car and be quick about it," he thought the hour was ripe for resistance. So he grasped Turner's stick and tried to pull it away. In the struggle between the two men another pane of glass in the car was broken. But Turner, to use his own expression, "poked him in the face," with such effect that Casper let go of the stick and consented to go along.

The Fifth Avenue cars run right by the Adams Street Station, and to that station the prisoners were taken. They were arraigned before Magistrate Bristow in the Magistrate's court in the same building and held in $500 bail each, in default of which they were locked up.

"There were six passengers in the car," said Turner afterward, "and they didn't any of 'em seem to be afraid. Two of 'em was women, and they weren't any more scared than the rest. They're friends of the strikers, and they seemed to like it."

A "DYNAMITE BOMB."

The police of the Adams Street Station had an interesting case which had a bearing on strike news. It was a far-famed "dynamite bomb," which proved on examination to be nothing more dangerous than a fragment of a bicycle lamp.

This object was discovered on Monday night lying across a trolley car rail on Adams Stree., near the junction of Concord Street, on a line traversed by several lines of cars of the Nassau branch. It was taken to the Adams Street Station, and laid aside there until 8 o'clock yesterday morning. Then it was handed over to Patrolman Mannix, who is the general utility man at the station, for dissection.

Mannix was afterward reported in print as declaring that the bomb contained an explosive powerful enough to blow the station house off the block, and the spreading of this somewhat startling intelligence brought a number of visitors to view the infernal machine. Mannix guffawed heartily at this report, and explained:

"Why, that is nothing but one o' those electric bicycle lamps."

It was indeed a portion of a bicycle lamp and contained some calcium carbide. The lamp was of the acetylene gas variety, and the calcium carbide was used in the generation of the gas which furnished the light. "It had some kind of acid in it," said he, as he exhibited the fragment, with four little glass tubes sticking in a bit of cork, which had been placed in one end of the lamp.

"See," he said, "the acid stained my pants down there by the heel." The "dynamite bomb" had done about as much mischief as it was capable of. It is thought that the fragment either dropped out of a bicyclist's lamp or was placed on the track by a practical joker or some one who wanted to annoy a motorman.

Daniel H. Stewart of 3,467 Atlantic Avenue, conductor of a Lexington Avenue train on the elevated road, was attacked by five men on his train early in the day. The men boarded the train at the Nostrand Avenue station, dragged Stewart on to the station platform and down the stairs to the street. His assailants were punching and kicking him when a policeman came running up and the men fled. One of them was caught. He gave his name as John Smith, no address. He was locked up.

The first woman to be arrested in connection with the strike was taken into custody yesterday evening by the police of the Hamburg Avenue Station. She is Henrietta Brennan, thirty years old. Henrietta vented her opinion of the situation in general by throwing stones at a passing trolley car at Hamburg Avenue and Grove Street, in which she recognized no friendly faces. She was taken to the Gates Avenue Station, where they have a matron, and locked up for the night.

An attempt to wreck a car on the steep hill on Thirty-ninth Street, near Fifth Avenue, was made in the morning, but the strikers were frightened off before they could complete their work. The plot was a well-laid one. Near the foot of the hill are several blind switches, which are intended to throw cars from the main track in case they should get beyond control while descending the hill. The switches are of the spring kind and always open, motormen being obliged to stop when approaching them and get off and close them.

Car 2,219 of the Coney Island line was descending the hill when the motorman found that the brakes would not hold well. He discovered that the right rail had been thickly greased. The strikers, however, had not had time to grease the left rail, and by applying the reversing lever the motorman stopped the car just at the first switch. Here it was discovered that the switch had been plugged.

ATTACKS ON THE NIGHT CARS.

Crowds Gather Along the Streets Placing Obstructions on the Tracks and Throwing Stones.

All night cars were run by the Brooklyn Rapid Transit Company last night for the first time since the strike was declared. They were run under protection of policemen, and in some instances were stoned and assaulted by mobs of strikers and sympathizers. No serious outbreaks, however, were reported, the policemen on the cars being able to handle the crowds.

Cars of the Bergen Street line of the old Nassau system ran at irregular intervals up to midnight. They were not interfered with, as a rule, except by the small boys of the neighborhoods through which they ran. An occasional stone was thrown, and at

heard of more than one case of an assault on an employe of ours to-day. One motorman was struck in the head, I understand, with an old tomato can, or something of the sort."

"What proportion of your 1,100 cars has been running to-day?" Mr. Rossiter was asked.

"About 80 per cent.," said he. "The greatest deficit is on the Nassau lines, and there we have men enough to run 40 per cent. of the cars in the twenty-four hours."

"Is there any truth in the report that seventy-five men have left work at your Maspeth depot?"

"None," said Mr. Rossiter, smiling. "But I'll call up Maspeth and get some definite facts for you."

He thereupon called up the Maspeth depot over the telephone, and as a result of his colloquy with Mr. Holland, the Superintendent, announced that not a run was off there and that every run was being made on schedule time, just as the case was a week ago.

Mr. Rossiter then went into the question of the men's pay, and maintained that he had always paid the men overtime. One of the grievances of the strikers is that, while schedules are made out by which a man ostensibly can do a day's work in ten hours, thus complying with the ten-hour law, in actually carrying these schedules into effect it was found that it took the men from one to three hours longer to do the day's work, and that they lost this much extra time.

PAYS MEN OVERTIME.

"No road in the United States could get along without paying its men," said Mr. Rossiter. "If our men were not paid overtime, they wouldnt stand it. Every one of them has been paid for all his overtime over thirty minutes, right along. At present all the men in our employ who staid with us are being paid double." Mr. Rossiter explained that he meant by this that they were being paid for all the time spent in the station house after reporting, or spent taking meals, as well as the time actually consumed in making trips.

"How many men have come back to work to-day?" he was asked.

"About 150," was the reply. "We want all the men back. I don't want new men. I've sent out messengers everywhere to try to get the old men back, and told the motormen and conductors to ask the other men to think it over. But they must come back as new men, with the same indorsements that we would require from new men."

"Does your offer to take back the old men apply to those of the Nassau lines?"

Mr. Rossiter shook his head. "We've got the wheat," said he. "We don't want the chaff. I don't care to get back any of the Nassau men, and they will not be accepted if they want to return. 'Al' Johnson can have the chaff if he wants it. I wonder whether he will pay the Nassau men what they were getting, 800 men at $2 a day, $1,600 a day. [This was an allusion to the financial help Mr. Johnson has given the men.] I'd have paid it to them if they'd staid by me."

Mr. Rossiter also said that twenty-six of the old men had been taken back yesterday at the Vernon Avenue depot, having made application on the previous day through Police Capt. Knipe, for reinstatement. "I'm glad to have them back," said he. "I'm sorry they ever left. They're splendid, sterling fellows," and he repeated, "I want them badly."

NO INCREASE IN WAGES YET.

Mr. Rossiter's attention was called to a statement he made a number of months ago that it was not unlikely that the Brooklyn Rapid Transit Company Directors would increase the pay of the men in the not far distant future, and he was asked what he took the present attitude of the Directors on that matter to be.

"I haven't talked with but two Directors since the strike," said he, "though they have been sending all sorts of congratulatory messages to my office. But if we did intend to increase the wages of the men it wouldn't be wise to say so now.

"I want to introduce at time on the Brooklyn rapid transit some such graded service as the Metropolitan system has, so that the man who jumps on a car as a motorman to-day will not have equal standing with a man who has given us good service for years. But just as present it is impossible for us to spend much money in increasing wages.

"When I took hold of this road four years ago what sort of a condition was it in? The cars were in poor shape, and the rails were not fit to ride on. A good many of the men were without uniforms. We have built it up and put it in good shape, and spent a lot of money in doing so, and we haven't paid any dividends. We cannot talk about increasing wages just now.

"The Board of Directors of the Brooklyn Rapid Transit Company and the Brooklyn Heights Railroad Company were due to hold a regular meeting to-day. They decided not to hold it simply because if they did some newspaper would distort the matter, and make out that the Directors did not approve of my course. The fact that they omitted this meeting, as they thoroughly approve of the way I have been doing things, I take as a very great compliment."

"There has been published a story that the engineers had been promised that their pay would not be reduced from $3.50 to $2.25 per day when they run the electric motors on the elevated road in place of the steam engines. Is it true that they have won that concession?"

"The story is an absolute fake," said Mr. Rossiter.

Mr. Rossiter displayed a table which, he said, proved that the trolley cars of his system made in the twenty-four hours ending at midnight Monday 3,727 trips. On ordinary days the trips would run from 6,000 to 7,000.

STRIKE LEADERS LOOK ANXIOUS

Master Workman Pines, However, Says He Feels Confident—Declares the Police Are Too Rough.

The headquarters of the strikers, at Grenada Hall, continued to be quiet yesterday, although it was visited by more strikers than on Monday. Some came and lounged around for a while, asked those who were present for news of the strike, and then went out, only to be replaced by other arrivals.

General Master Workman Parsons said: "I consider the position of the strikers is becoming stronger every hour. This is evidenced by the necessity President Rossiter finds to visit the meetings of the men, where he gets receptions such as tendered to him at Flatbush yesterday. This division at Flatbush is in the Brooklyn Heights system, where it was reported by Mr. Rossiter that no dissatisfaction existed; that these men were his friends. If that be true, they have a curious way of showing their friendship."

District Master Workman Pines still says that he feels confident the men will win, but nevertheless he appears greatly worried and depressed. He and other leaders undoubtedly foresee that the cause is lost, and their manner indicates that they would be glad if the strike could be declared off. They are sober-minded men, but the influence of the hot-tempered men, whose minds have been further inflamed by mixed ale, was still in the ascendant yesterday, and so the leaders had to swim with the tide.

Mr. Pines asserted that the company had not as many cars running yesterday as it did on Monday and that lines were being closed up. "At the Fifty-eighth Street and Fidgewood depots especially," continued Mr. Pines, "we have had great success. Yesterday they were our weak points, but to-day they are among our strongest centres. We have made steady gains since Sunday." Mr. Rossiter says that the strike is broken. When he went up to the Flatbush stables yesterday to harangue the men and beg them to go back to work, that showed that the strike was in a very flourishing condition and that he felt its force."

When asked whether the leaders thought of calling the strike off and letting the men take their chances of getting back, Mr. Pines emphatically declared that there was no such thought among them. The strike, he said, was crippling the company, which was losing many thousands of dollars, and he felt sure that the stockholders of the company would soon realize that Mr. Rossiter had made a great mistake by acting in such a manner as to force the men to strike.

NO STRIKE FUNDS RAISED.

It has been the custom among the better organized trade organizations to raise strike funds in times of peace. The money thus raised is used to support men called out on strike, and also to intercept and send back to their homes men who come from other cities and towns to take the strikers' places. It had been reported that the Rapid Transit Company had engaged a lot of motormen in Philadelphia to take the strikers' places, and that the first sixty-five of them had arrived by train yesterday morning. Mr. Pines was asked whether the striking locals had adopted those measures.

Mr. Pines replied in the negative, and said that if they had millions in their treasury they would not have done so, because it was regarded as bad policy.

In regard to the Lexington Association of Trainmen on the elevated lines who had also been ordered to strike on Sunday morning, Mr. Pines said that many of them had actually gone out, and some of them had returned to work so as to carry on missionary work among those who had remained. Since then more and more of them were coming out daily.

However, there exists a great deal of indecision and hesitancy among the trainmen. One of them who runs on the Fifth Avenue line said yesterday that he and his mates would like to go out on strike if they saw any chance of success, because the "trippers" had grievances, but they were afraid that the strike was already lost.

Mr. Pines was asked about the complaints that were made by the men about the severity of the police. "It is a fact," he said, "that the police have shown much brutality, and have clubbed innocent persons. The men on the Canarsie and East New York Local Assembly held a meeting last night. After the meeting, while the Secretary was gathering up his papers, and half a dozen men were waiting for him, there was some disturbance in the street. Several policemen rushed in and clubbed the Secretary on the head. He was covered with blood, and was so badly injured that he had to be taken to the hospital in an ambulance. Many other men who had not done anything were arrested merely on suspicion and others were clubbed."

THE BOARD OF ALDERMEN ACTS

Expresses Sympathy with the Brooklyn Strikers and Asks that the Ten-Hour Law Be Enforced.

Three separate resolutions bearing on the Brooklyn street railway strike were adopted by the Board of Aldermen yesterday. One expressed the sympathy of the board with the strikers and called on the railway managers to submit to arbitration, while the others appealed to the city and county authorities for the enforcement of the labor laws.

Alderman Jacob J. Velton (Dem.) of Brooklyn led off with the following, which was adopted without an opposing vote:

Whereas, The employes of a number of surface railroads in the Borough of Brooklyn, because of unjust treatment and the payment of inadequate wages, have declined to longer serve the masters of said railroads unless their grievances shall be adjusted in a fair and equitable manner; therefore be it

Resolved, That the Board of Aldermen of the City of New York hereby extends its sympathy to the striking railroad employes in their efforts to secure better wages and shorter hours, and requests the managers of the said railroads on which strikes are occurring to agree that all differences between employer and employes be adjusted by arbitration.

Alderman Emil Neufeld (Dem.) of Manhattan followed with a resolution in this form:

Resolved, That the Corporation Counsel be and is hereby requested to take such action as will compel the railroad companies doing business in New York to live up to the ten-hour law.

This was adopted off-hand and without discussion by a viva voce vote, in which there were no negatives, but in which few Aldermen participated.

Not content with these expressions, Alderman Francis P. Kenney (Dem.) of Brooklyn asked the board to adopt the following resolution, which it did, as it had the others:

Resolved, That the District Attorneys of the several counties within the City of New York as now constituted be, and they hereby are, respectfully requested to proceed at once legally against all railroads which have violated and are now violating the ten-hour law relating to labor.

Not a word of debate was indulged in on any of these resolutions, nor was there any roll call to put the members on record.

THE WORK OF THE POLICE.

Officers Constantly on the Alert—Brooklyn Men Jealous of Their Manhattan Brethren.

While there was comparatively little rioting during the day, the activity of the police was not in the least diminished. The 3,000 or so men said to be on duty in Brooklyn were kept constantly on the alert and prepared to suppress disorder at the first sign of an outbreak. It is apparently the purpose of the department, where possible, to prevent small disturbances from growing to serious proportions by prompt and determined work at the first indication of trouble.

The same arrangements as to the policing of the borough in force on Monday were continued yesterday. Deputy Chief McLaughlin directed the movements of the force from the local headquarters during the day. McLaughlin breakfasted with President Rossiter at the Hamilton Club, in Remsen Street, and later in the day went to Brighton Beach with Mr. Rossiter on the special car Brighton, where the two dined.

In nearly all the stations, particularly in those situated in the troublous districts, large forces of men were kept constantly in reserve all day and last night, ready for emergencies. All of the detailed men in the stations are working double time and are not allowed to go home unless specially relieved. Nearly all of the men of the Brooklyn force on vacation have been recalled for duty, and these men particularly are expressing sentiments more forceful than polite anent the strike.

BROOKLYN POLICE COMPLAIN.

Aside from the general ugliness of the force due to continuous duty, anything but an amiable feeling is said to exist between the Brooklyn men and their blue-coated brethren from this side of the river. The Brooklyn men declare that the Manhattan men appear to be possessed of the idea that the local force is a sort of rural constabulary, and that Brooklyn is a flag station on the road to Manhattan.

The Brooklyn bluecoats also claim that the Manhattan men are being treated with more consideration by the heads of the department; that while the greater part of the credit for the work done during the strike is being given to men from Manhattan, these men also enjoy all the comforts in the situation. There has been no real friction as yet, but the Brooklyn men are not attempting to conceal their feelings in the matter.

Additional work was imposed upon the already wearied police yesterday by the probability of trouble on the lines of the Brooklyn Elevated Railroad, which is a part of the Rapid Transit Company's system. Men were detailed for duty on the stations along these lines to prevent possible disturbances. Altogether the police side of the strike situation is daily becoming more disagreeable and trying.

Deputy Chief Mackellar, for the first time since the strike began, enjoyed a rest at his home. He had been on duty incessantly at headquarters. Deputy Chief McLaughlin relieved him yesterday, and he went home for a few hours' sleep.

DEVERY THINKS TROUBLE OVER.

The entire force of 1,400 policemen from the Boroughs of Manhattan and the Bronx will, according to Chief Devery, be continued in service in Brooklyn until every semblance of trouble has passed away. During the day half of the force detailed to Brooklyn was relieved for a period of six hours, in which the men availed themselves of the opportunity to return to their homes, change their clothes, and get a brief rest. After that they went back to the scene of trouble.

Chief Devery said that this arrangement would continue throughout the duration of the strike, though events might lead him to call back a part of the Manhattan force. This, however, would only be done when the extent of the strike had diminished sufficiently to enable a small part of the extra force to command the situation. Chief Devery was inclined to look upon the strike as about over, and he expressed the hope that he would be able to withdraw the Manhattan policemen entirely within a day or two.

Throughout the day the Chief was in telephonic communication with Deputy Chief McLaughlin, who was in command in Brooklyn. At 4:30 o'clock, however, he left headquarters in his carriage, saying that he intended to go to Brooklyn and "look around a bit."

Chief Devery returned to Police Headquarters from Brooklyn at 1 o'clock this morning, and stated that the police arrangements in connection with the strike were being carried out smoothly. Most of the lines were running cars, he said, and would continue to do so all night.

NUMBER OF ARRESTS GROWS LESS.

Policemen Arraigned in Court for Unprovoked Assaults.

The arrests made by the police in connection with the strike were fewer yesterday than on either Sunday or Monday, although the number was considerable. As all were not reported to Headquarters from the various precincts, the exact number could not be determined. As on the first two days of the strike, most of the prisoners gathered in by the police were charged with stone-throwing, obstructing traffic, interfering with or assaulting motormen and conductors, and like offenses.

The Magistrates sitting in the local courts were busy disposing of strike cases. As on Monday, the prisoners charged with more serious offenses were in most cases held for examination. The minor offenders were either fined, sent to jail for brief terms, or discharged with reprimands.

In the Butler Street Court Roundsman James L. Fogarty of the Forty-third Precinct was arraigned on a charge of assault, preferred by William McVeigh, a striking motorman, residing at Thirty-eighth Street and Fifth Avenue. McVeigh was unable to appear in court because of his injuries, it was alleged, and the case was adjourned. McVeigh accuses Fogarty of beating him brutally and without provocation on Fifth Avenue on Monday night.

Another policeman, Roundsman Burke of the Manhattan force, was accused by a striker, William E. Walsh, in the Gates Avenue Court, with unprovoked and brutal assault. Walsh charged Burke with beating him about the head with his club at a meeting of strikers in a hall at Atlantic and Rockaway Avenues, on Monday night. Walsh secured a summons for the policeman's appearance in court.

"He Laughs Best Who Laughs Last."

A hearty laugh indicates a degree of good health obtainable through pure blood. As but one person in ten has pure blood, the other nine should purify the blood with Hood's Sarsaparilla. Then they can laugh first, last and all the time, for

Hood's Sarsaparilla
Never Disappoints

ROOSEVELT AND ANDREWS CONFER.

Adjutant General Says National Guard is Ready for Any Emergency.

ALBANY, N. Y., July 18.—It is learned from a reliable source that Gov. Roosevelt, at Oyster Bay, and Adjt. Gen. Andrews have been in consultation over the possibility of the need of assistance of the National Guard in maintaining order in the Borough of Brooklyn during the strike on the Brooklyn Rapid Transit system.

Adjt. Gen. Andrews to-day received an inquiry from the Governor as to whether the military authorities were preparing to act if called upon by the development of any unforeseen circumstances. The reply to this question was that the guard was fully prepared for any emergency which might arise.

Queens Men Decide Not to Strike.

The motormen and conductors of the New York and Queens County Railway Company met in Nolan's Hall, Long Island City, yesterday and voted not to go out on a sympathetic strike. The men said they had no grievances and they did not think they would be justified in going on a strike merely as an expression of sympathy with the strikers in Brooklyn.

Arbitrators Await Developments.

The State Board of Mediation and Arbitration took no action yesterday, either with reference to the strike in Brooklyn or the threatened trouble on the lines of the Metropolitan Street Railway Company. No meeting of the board was held, and Commissioners Webster and Gilbert did not even visit the office of Chairman Francis B. Delehanty. The latter said that no further communications had been received from any of the parties involved in the local labor troubles, and that in the present status of affairs the board could only look on and await developments.

CLEVELAND STRIKERS QUIET.

Do Not Molest Non-Union Men—No Prospect of Arbitration.

CLEVELAND, Ohio, July 18.—Whether or not the quiet that has prevailed to-day precedes a storm to come in the street-railway strike is the question that everybody is asking.

The strikers are pursuing different tactics from those followed in the former strike. They are not interfering with the non-union men who are operating cars, nor will they tell what their plans are. The officials of the company also refuse to talk, but they operated cars on several of the lines to-day under police protection, without molestation.

Preparations are being made to resume operations on other lines, and it is apparent that new men are to be secured as rapidly as possible to take the places of the strikers. The State Board of Arbitration is trying to bring about arbitration, but thus far no success has attended the efforts in that direction.

DIAMOND MATCH EXPANSION.

Stockholders in Favor of the Plan to Buy Out Other Concerns.

Special to The New York Times.

CHICAGO, July 18.—It is announced that enough of the stock of the Diamond Match Company has been deposited already to insure the execution of the plan to increase the capital from $11,000,000 to $15,000,000 for the purpose of taking over six or seven of the competitive factories. Proxies for more than two-thirds of the stock have been sent to the secretary of the company to be voted in favor of the increase and undoubtedly a considerable amount more will be sent in before the meeting is held July 31.

It is announced from the inside that the company has already arranged to take the cheap competition matches off the market, and that it has raised the price on some of its other grades. Earnings are said to have been considerably improved by those changes. It is said that both George and Edwin Gould will be on the Board of Directors when the Continental property has been formally taken over, Edwin having the right under the agreement by which he sells his property to name the two men for whom room is to be made on the board by increasing the number from five to seven.

MILLIONS FROM THE KLONDIKE.

Two Steamers Arrive with Large Quantities of Gold Dust.

SEATTLE, Washington, July 18.—The North American Trading and Transportation Company's steamer Roanoke arrived here late last night from St. Michael, Alaska, with between 500 and 600 passengers and $2,000,000 or $3,000,000 worth of gold dust. The lowest estimate is $1,750,000 and the highest $3,500,000. The latter estimate is that of Purser Newcombe, in whose custody a large part of the treasure was. He included in his figures the amounts in possession of individual passengers. The largest individual amount was said to belong to the McDonald brothers, who are credited with having $500,000 worth.

VICTORIA, B. C., July 18.—The steamer Garonne passed up the straits about noon, took on a pilot, and continued to Vancouver. The purser says there are 600 passengers on board and $3,000,000 in gold.

Returns from the Yukon Insane.

LOUISVILLE, Ky., July 18.—Thomas N. Noles, who left New Albany fifteen months ago to take a position as Chief Engineer on one of the steamers of the Alaska Navigation Company plying in the Yukon River, has returned to his home a maniac, his insanity having been caused by suffering from cold in the Northwest. A letter received from William Rahner, a companion of Noles, says the latter became insane at Andreofsky last February and set fire to the hotel at which the men were quartered. Rahner writes that a number of men connected with the boats became insane on account of the severity of the climate.

Timbers from the Reina Mercedes.

Special to The New York Times.

WASHINGTON, July 18.—A box of charred timbers of light wood lay in the office of Chief Constructor Hichborn at the Navy Department to-day, and provoked inquiries from his visitors. They were portions of the woodwork of the Spanish cruiser Reina Mercedes, sunk in Santiago Harbor and afterward raised, and had been taken from the ship at Norfolk to provide material for a friend of the Secretary out of which to construct a frame for a war picture. There was altogether too much woodwork about the Reina Mercedes, and if she were to be fitted for use in the navy, which is improbable, nearly all of it would be removed.

Fraternity House at Hobart Sold.

GENEVA, N. Y., July 18.—The Hobart College Chapter House of the Sigma Chi Society was sold, under foreclosure, to-day for $6,500.

Advance order is required if you wish to be sure of getting THE NEW YORK TIMES editions of Saturday, with Review of Books and Art, and Sunday, with Illustrated Magazine Supplement. —Adv.

METROPOLITAN MEN QUIET

Mr. Vreeland Declares There Is No Likelihood of a Strike.

EMPLOYES APPEAR SATISFIED

Discontent Which Parsons Says Exists on the Lines the President Says He Is Unable to Find.

Officials of the Metropolitan Street Railway Company felt confident yesterday that there would be no strike on their system, and they declared that all the talk of impending trouble came from men who were not employes of the company, and that a careful census of the employes proved beyond all doubt that no great dissatisfaction with the company's methods existed among the men.

President Vreeland, in order to get more nearly into touch with the employes of the road, made a tour during the day of all the car houses and power stations, where he met and talked with the various Division Superintendents in regard to the feeling. Every one of these Superintendents, Mr. Vreeland said, reported that the men appeared to be satisfied, and that there was not the slightest likelihood of any trouble. Personal contact with the men, Mr. Vreeland said, convinced him that the reports of his Superintendents were correct.

It has been announced that the gripmen and conductors on the cable cars are not complaining, but that the motormen and conductors on the various electric lines operated by the company are dissatisfied with the hours of labor prescribed by the company. Mr. Vreeland in his tour yesterday was unable to learn, he said, of the discontent which General Master Workman Parsons declares exists on the electric lines. When asked if he would reply to Mr. Parsons's statements he answered:

"I'm not in a position where I can reply to Mr. Parsons. He is not employed by the company. If I am violating the laws of the State and Mr. Parsons can prove it, let him prosecute me. I'm as amenable to the law as any man. I try to come as near as I can to giving justice to all, but running a railroad isn't like cutting cheese or meat. It isn't always possible to stop work directly on the minute, but we come as near to it as we can."

Mr. Vreeland further declared that his conference with the Board of Mediation and Arbitration was an amicable one and that he had made a full and truthful statement of the conditions to the board. The Commissioners, he said, were satisfied with his statement. He stated that whenever one of the employes of the company had a grievance he could see the President, who was always willing to talk to the men. He did not, however, expect to confer with any of the men, because, as he expressed it, the men had nothing to say to him.

About the car barns at Thirty-third Street and Fourth Avenue and at Fiftieth Street and Seventh Avenue yesterday afternoon there was no manifestation of trouble to come. The usual crowd of "trippers" was lounging about waiting for chances to go to work. None of these men talked as though he had any intention to join Mr. Parsons in an effort to tie up the Metropolitan road. Those with whom a reporter for THE NEW YORK TIMES talked at the Thirty-third Street car house, where are stored electric cars which ply on the Madison Avenue line, appeared to be contented, and several of them repudiated any movement for a strike which emanated from any other source than the employes themselves. One of these men, speaking in the presence of a group of six of his fellows, said:

"If we had any cause for a strike, I guess we could pull it off without any help from the Knights of Labor. There isn't any desire among the electric road employes for a strike. Some of us have to work more than ten hours, but that is explained by the schedule. If a car leaves one terminus for a round trip, and the ten hours are up before the other terminus is reached, it wouldn't do for the men to leave the car and go home. We are expected to make our trips complete, and if that forces us to work overtime it isn't the fault always of the company, because half the time accidents cause delays which throw the whole schedule out of gear. I don't say that this can't be corrected, but a strike won't do it. If these outsiders leave the men alone there won't be any strike, and I doubt if even these troublemakers can stir up one."

No Grievances on the Manhattan.

Alfred Skitt, Vice President of the Manhattan Railway Company, authorized the statement yesterday that in no way, collectively as organizations or individually, have the employes of the system declared or suggested any grievances nor has any active sympathy with the Brooklyn strikers been developed. In regard to a statement that trouble with the Manhattan engineers is "impending" because of the substitution of electricity for steam power, Mr. Skitt said that the date on which Manhattan passenger traffic will be moved with the new power is so remote that the question of the status of the steam engineers has not been considered to the point of any terms being tentatively arrived at by the company.

KANSAS STRIKERS ENJOINED.

FORT SCOTT, Kan., July 18.—Judge Williams, in the Federal Court to-day, granted injunctions against President Wright of the Fourteenth District of the United Mine Workers of America, against the Executive Board in charge of the Southeast Kansas strike, and against every union miner. One of the coal companies sought by motion to have the United Mine Workers' Union declared an illegal organization, but the Court refused to do this.

The defendants and all other persons who may combine, confederate, or conspire with them, are severally and collectively enjoined from interfering with, hindering, boycotting, obstructing the business of the coal companies or from entering on the premises or congregating near their property or from threatening, intimidating, boycotting, or molesting any employe of the companies. The strikers, by their attorney, made an especial plea to have the Executive Board exempted from the injunction, but the court said these were the ones above all others to be enjoined.

President Wright and Joseph Boston of Duquoin, Ill., members of the National Committee, stated after the decision that the injunction would in no way affect the strike and that it was becoming more effective each day.

THE COMMERCE COMMISSION.

PHILADELPHIA, July 18. — The New York Commerce Commission, appointed by the Governor of New York under an act of the Legislature to investigate the decline of the commerce of New York, arrived here to-night. To-morrow the commission will inspect the harbor, the improved Delaware Avenue, and the Belt Line Railroad in connection with the investigation in which it is engaged. The commission will also visit and inspect the Commercial Museum, and the grounds on which the National Export Exposition will be held next Fall.

A large delegation of New York merchants and manufacturers will arrive here at noon to-morrow for the purpose of inspecting the museums. Over fifty persons will be in the party. They will be entertained at luncheon at the museums, after which they will be shown over the building. They will also visit the exposition grounds.

GIRLS DRANK POISONED WATER.

CHICAGO, July 18.—A dispatch from Dallas, Texas, says: Two girls, one eight years old and the other ten, daughters of the widow of John Moore, lost their lives by drinking poison which, it is claimed by the police authorities, was prepared for their mother, who is an important State witness in the case against the men accused of lynching the Humphries.

The poison was placed in a water pitcher in the house of Mrs. Moore. Her little girls became thirsty, and their mother gave each a drink from the pitcher. Death followed almost instantly.

Nine-Year-Old Bicycle Thief.

MOUNT VERNON, N. Y., July 18.—A nine-year-old girl was arrested here this morning by Detective Lynch charged with stealing bicycles, and admitted her guilt. She is Rose Marty and lives on South Fifth Avenue. On Saturday she stole a wheel from in front of a house on Chester Hill. When arraigned in court she said she had sold another bicycle that she had stolen on Friday to a strange man for 50 cents. She wanted the money, she said, for candy. She was held for further examination.

BIG MEETING OF LABOR MEN

Mr. Parsons Says There May Be a Strike on the Metropolitan.

NOTED SPEAKERS ARE ABSENT

The General Master Workman and Mr. Crosby Please the Crowd with Denunciations of Police.

The strike which General Master Workman Parsons has been predicting as imminent on the lines of the Metropolitan Street Railway Company will not, according to Mr. Parsons, begin until to-night, if indeed it takes place at all. The labor leader made a statement to this effect immediately after the mass meeting in Cooper Union.

The Executive Committee of the Association of Street Railway Employes, Mr. Parsons said, would meet to-night, and he intimated that assurances had been given that a strike would be declared some time after midnight to-day. Few, if any, of the employes of the Metropolitan Company were present at Cooper Union, and these were unwilling to take an active part in the meeting.

When Mr. Parsons called the meeting to order at 8:30 o'clock it did not require a second glance around the platform for him to see that none of the prominent men who had been advertised as among the speakers was present. Bishop Potter was not there. Neither was Father Ducey. State Senator Ford was absent, and so was the Rev. Dr. Rainsford.

None of these sent any letter of regret, and no one, not even Mr. Parsons, was able to say why they were not in attendance. John S. Crosby, Charles Frederic Adams, and Lawson N. Fuller were the only men on the platform who could be designated as "well known." Mr. Crosby had come there to talk, but Mr. Fuller declared before the meeting that while the question of rapid transit certainly entered into the subject matter of the meeting, he would not talk. "These men deserve all they can get," was Mr. Fuller's dictum, "and I'm going to see that they get it."

If the platform was bereft of "distinguished citizens," the body of the hall had more than its share of occupants. The seating capacity of the hall was tested to its limit, and hundreds of men grouped themselves along the walls and as far down the aisles as the police would permit.

The meeting was essentially an affair called for the purpose of showing General Master Workman Parsons had done all that he could to avert a strike on the Metropolitan system. In fact, it turned out to be only a public opportunity for Mr. Parsons to wash his hands in advance of any future trouble that might occur. Mr. Parsons did this in one long and several short speeches, and at the close of the meeting he expressed himself as being about to retire to the business of his office, conscious that the public knew that he had used every possible means to prevent the strike which he has predicted for the last ten days.

From the moment the meeting was called to order it was apparent that the crowd in the hall had come to hear "strike talk." It listened patiently to Mr. Parsons's long tirade against the Brooklyn Rapid Transit Company and the politicians, and occasionally warmed up and showed its disapprobation of the actions of the police by hissing the name of Chief Devery. The first hiss was an inspiration to the speaker, and every time he saw that the interest of his hearers was lagging he mentioned the Chief in a derogatory way, and was rewarded by a sibilant chorus.

The first exciting incident of the meeting came, when, after he had spoken for three-quarters of an hour, Mr. Parsons requested every person present to take away with him a circular which had been freely distributed about the hall, and on which was printed an editorial from an evening newspaper.

No sooner had the name of the paper fallen from the lips of the speaker than an excitable man with a Swedish accent yelled, "Take de morning paper. Dey advertises for scabs in it. Dot paper's no good."

Mr. Parsons waved his hand at the man and several policemen attempted to quiet him, but this man had a grievance, and he yelled again, "It prints advertisements for scabs! Down with it!" Cries of "Put him out!" arose all over the hall, but counter cries of "No! No!" showed that such a move would not be popular, and eventually the man, with the assistance of two policemen, sat down.

When quiet was restored Mr. Parsons explained that he had no desire to advertise the paper mentioned, but he felt that the editorial expressed the platform of labor, and for that reason he mentioned it.

"That's all right, John," yelled a man in the rear of the hall, "but Croker owns that paper."

When the hands of the clock showed that Parsons had talked an hour the restive audience began clamoring for another speaker. Some of the men cried "Crosby!" and others wanted somebody else. All wanted a change, and Mr. Parsons, as gracefully as he could, brought his speech to a close and introduced John S. Crosby, as a man from whom every one wanted to hear a few remarks. Just as Mr. Crosby took his place near the desk to begin his speech a young man with a brilliant red necktie jumped up and shouted: "Mr. Chairman, I have a resolution which I wish to have read."

"Bring it up, then," said Mr. Parsons.

The young man with the red tie walked rapidly forward and handed up the resolution, and returned to his seat. In the meantime Mr. Parsons looked on the paper, and then said in a consoling way, "That resolution's all right."

"Read it!" the crowd shouted, and Mr. Parsons obediently read a long string of polysyllable words, which, when translated, was a pledge to support the Socialist-Labor ticket at the next election. Cries of "Hurrah for Socialism!" and "Socialism Forever!" were heard all over the hall, and led a man with a brogue to roar out. "These Socialists always try to run the whole push."

Every new speaker who was introduced gave Parsons a chance to make a speech, which the audience bore with becoming patience. While he was making his fourth address he felt impelled to read a newspaper account of how the police quelled a riot in Brooklyn on Sunday, and, in drawing his deductions from the story, he said: "Gov Roosevelt is waiting anxiously at Oyster Bay to—"

"To call out the Seventh!" sang out a man in the rear, finishing the sentence.

"No, my friend," Mr. Parsons exclaimed. "I'm afraid it would take more than orders to get out the Seventh."

This sally pleased the audience immensely, and for nearly a minute the speaker was unable to proceed because of the laughter.

Most of Mr. Parsons's talk was upon the incidents of the strike and the facts that led up to it, together with a review of the complaints of the laborers.

"The Brooklyn Rapid Transit people are saying there is no strike," he said. "I am thinking awful hard that before many moons the people will realize that there is a strike in Brooklyn. The people of Brooklyn who are willing to let the present conditions last will have to stand it. We are out to stay! [Long cheering.]

"The only question at issue between these men and the officials of the company," he said, "is obedience of the law. It never was intended that that law about the ten hours should be enforced.

"I would much rather discuss this question with William C. Whitney on the platform later in the Fall than to be discussing it now with Mr. Vreeland in the public press. But this question is one that affects every man that has a right to organize. You would be ashamed to know the public men in this city who, when we asked them to address this meeting, fairly shivered at the thought." [Cries of "Give us their names!" mingled with hisses.]

Mr. Parsons announced that, in spite of the efforts of the Metropolitan Street Railway to prevent its employes from organizing, there will soon be complete organization of labor throughout its entire system.

Mr. Crosby said that the only object of Governments is to keep the peace, but that men cannot be expected to keep the peace unless they are allowed the enjoyment of their natural rights. He would "rather have his son a wild-eyed, untutored Filipino than a laborer ground down by the forces of wealth."

He drew a picture of the wrongs of the motormen and conductors. He said they are compelled to work sometimes twelve hours a day, and receive pay for less than a day's work, because of delays on their runs and for other causes.

The State Board of Arbitration did not have to wait until the road agreed to arbitration. ["Get out a mandamus—mandamus them," shouted a voice.] "I am afraid the mandamus won't do," said Mr. Crosby. "We need the writ known as the goddamus." [Tremendous laughter and cheering.]

The other speakers were Samuel Prince, President of the Central Federated Union; James Pines, leader of the Strike Committee, and John O'Connell.

During Mr. O'Connell's speech there was a demonstration against Tammany. He said that a high dignitary of the Church in this city, in making a speech on the evils of the present system of corporations, said that the greatest evil was the existence of two men, ("Dick Croker!" "Tom Platt!" shouted the audience,) one of whom should be sent to Cuba and the other to the Philippines.

LADIES' CATHOLIC ASSOCIATION.

Five Hundred Delegates in Attendance at the Session in Asbury Park.

ASBURY PARK, N. J., July 18.—The Ladies' Catholic Benevolent Association, composed of Catholics in every part of the country, began its fifth biennial session here this morning. Five hundred delegates are here besides a large representation of friends and relatives. Mass was celebrated this morning by Bishop McFaul of Trenton, at the Church of the Holy Spirit. The business session of the convention was held in Educational Hall, under the direction of Bishop McQuaid of Rochester, N. Y., the supreme spiritual adviser of the organization.

Mrs. Maria Quinn of Newark, President of the New Jersey Advisory Senate and also Supreme Marshal, delivered the address of welcome, which was followed by the annual address of the President, Mrs. Elizabeth McGowan of Buffalo, N. Y.

Mrs. McGowan earnestly opposed litigation in settlement of cases. "As a general proposition," she said, "it may be stated that the less benevolent societies have to do with law courts the better for the societies."

Mrs. McGowan pointed out that the members would be called upon to consider the question of an increased $2,000 beneficiary, and said that she herself was opposed to it. The adoption of such a law, she declared, would but add to the cost of membership by increasing the number of assessments, and would therefore be a move in the wrong direction.

At the last session the total membership in the beneficiary department was 29,950. During the term 152 branches have been instituted. The total number of branches is now 507, with a membership of 46,193. This does not include deaths, expulsions, or resignations. The financial report showed:

Beneficiary Fund—Balance in Treasury June 1, 1897, $202.26; collected during the term, $452,129.22; paid to the beneficiaries of deceased members, $451,500, leaving a balance of $831.48. General Fund—Balance on hand June 1, 1897, $18,726.18; collected during the term, $65,492.86; total balance and collections, $84,219.48; disbursements, $53,655.01; balance June 1, 1899, $30,563.87. Reserve Fund—Amount as per last report, $26,834.96; collected during the term, $3,328.34; interest to Jan. 1, 1899, $2,100.78; total reserve $52,099.09.

DETROIT STREET RAILWAYS.

Aldermen Table All Ordinances for Municipal Ownership.

DETROIT, July 18.—Municipal ownership of Detroit's street railways under the plan lately agitated was given what is believed to be a final quietus by the Common Council to-night. A reconsideration of the "security" ordinance was ordered by a unanimous viva voce vote of the Aldermen. Then further consideration of the ordinance was indefinitely postponed.

This is the franchise which was passed at the last Council meeting under very exciting circumstances, President Beamer charging that some of the Aldermen who voted for it were improperly influenced in its favor.

The "security" franchise was designed and asked for as security for the bonds with which the Detroit Municipal Railway Company purposed purchasing the railways from their present owners. It provides for six-for-a-quarter fares practically for forty-eight years.

The so-called "working ordinance" under which the Detroit Municipal Railway Company proposed to operate was also indefinitely laid on the table to-day by the committee which had it under consideration.

DREYFUS'S TRIAL IN AUGUST.

Esterhazy Now Says He Wrote the Bordereau at Sandherr's Order—Generals Accused.

PARIS, July 18.—The Rennes correspondent of the Journal des Débats says the Dreyfus court-martial will not begin its sittings until Aug. 10.

The Matin this morning publishes a statement by Comte Ferdinand Walsin Esterhazy, in which he says that he wrote the bordereau by order of Col. Sandherr, and that it was sent to the house of Col. Schwartzkoppen, then Military Attaché at the German Embassy in Paris, whence it was returned to the War Office.

Col. Schwartzkoppen, being at that time in Berlin, never saw the bordereau, which was forged in order to supply material proof of the guilt of Dreyfus.

The statement contains the assertion that secret agents in Berlin, whose testimony it was impossible to use, had demonstrated that leakages had occurred in the War Office, and the fact that treason existed was undeniable, and everything indicated Dreyfus as the traitor.

All the War Ministers, the statement further says, knew the facts and thought the forgery of the bordereau necessary. The evidence implicating Dreyfus was contained in the words of Col. Schwartzkopper.

Gens. Mercier, de Boisdeffre, and Gonse, Esterhazy said, knew that the bordereau was forged and that Dreyfus was illegally, but justly, convicted.

RENNES, July 18.—Work was begun this morning on the construction of a passage from the cell of Capt. Dreyfus to the hall in which the court-martial before which he is to be tried will sit. This will enable the prisoner to escape the annoyance of observation by the curious.

Tibbals Memorial Home Dedicated.

Special to The New York Times.

OCEAN GROVE, N. J., July 18.—What was formerly the Irvington Hotel was dedicated to-day as the Tibbals Memorial Home. The property is the gift of Miss S. J. T

PLANS OF THE DEMOCRATS

Party Organization to be Changed at the Chicago Meeting.

TO IGNORE LOCAL QUARRELS

Chicago Platform Men from This City Not Encouraged in Their Fight Against Tammany.

Special to The New York Times.

CHICAGO, July 18.—The Democratic National Committee probably will be reorganized at Thursday's meeting with ex-Gov. Stone of Missouri as Chairman. It is possible that Senator Jones's Ways and Means Committee will be abolished. It probably will be put on a new basis, at any rate.

Senator Teller of Colorado and ex-Senator Allen of Nebraska have resigned from this committee. Ex-Gov. Stone will follow their example. This will leave but one active member—ex-Gov. Altgeld—and one ex-officio member, Senator Jones. The Democratic leaders are confident that ex-Gov. Altgeld will resign as soon as he learns that his colleagues have taken this course.

Senator Jones's opinion is regarded with indifference. He will have to yield to the will of the majority and permit the reorganization whether he likes it or not. He will not know anything about it until he returns from England in September, and then it will be too late to offer objections.

The process of reorganization which will be suggested comprehends the naming of an Executive Committee, of which Mr. Stone will be Chairman. It will be vested with the full powers of the National Committee to prepare for the campaign of 1900. Then there will be sectional committees to look after the financial resources of certain States for political purposes. These will be called advisory committees, and they will take the place of the committee of the same name which was appointed by Senator Jones.

It has been decided that no attention will be paid to local factional fights and that representatives of warring bodies who may come to Chicago to demand recognition will not be admitted to the meeting of the committee. This rule will apply especially to the committee of the Chicago Platform Party of New York that was appointed the other day for the express purpose of demanding official recognition from the committee, on the ground of regularity.

Willis J. Abbot and J. R. Brown of that committee were in the city to-night. Mr. Abbott called on ex-Gov. Altgeld this afternoon and held a long conference with the organizer and founder of the Chicago platform party of Chicago.

Mr. Abbot says that the fight of his people in New York against Tammany is similar in many respects to the fight of Altgeld and his followers in Chicago—a fight for Bryan and the Chicago platform.

Mr. Abbot denies that it is the purpose of himself or his colleagues to demand the repeal of the two-thirds rule. They will mingle with members of the committee and use their strongest arguments in support of their contention that Tammany Hall, as it is organized and governed to-day, ought to be ruled out of the party.

The fight of the Chicago Platform Democrats is directed almost solely against Tammany and Croker, and it is based on the claim that the regular New York organization is opposed to silver and Bryan.

Some harsh criticism of the New York committee was indulged in to-day when its exact aims were made public. One Democrat characterized its members as a lot of cranks who could not carry an election if they were in power in the party for the next century.

Mr. Bryan is expected to arrive from the West to-morrow afternoon. He will come this time without a proxy to attend the National Committee meeting. Mr. Bryan will find the surface of affairs clear of obstructions to his personal political ambition, but his friends declare that if he will look under the surface he will find a well-defined disposition on the part of some Democrats to abandon his cause on the slightest pretext.

John R. McLean of Ohio, who is a candidate for the Democratic nomination for Governor of that State, will not be here. He will send a proxy. Senator Blackburn of Kentucky is coming with Gubernatorial candidate Goebel.

SENATOR GORMAN'S PROXY TALKS.

Col. Baughman Opposed to Making Silver the Leading Issue.

CHICAGO, July 18.—Col. L. Victor Baughman of Frederick, Md., was the first of the Eastern politicians to arrive in Chicago today for the meeting of the Democratic National Committee. Col. Baughman is the political representative of Senator Arthur P. Gorman and holds his proxy as National Committeeman. In an interview to-night he said:

"As to Senator Gorman's views on silver and his attitude toward the last Democratic platform, I would say that the Senator is a man who never hesitates to express his own views upon all great public questions, and while he may have taken issue with his friends in the last campaign as to thought it unwise to force such issues on the party, he was at least loyal to the nominee of the party and carried out the teachings of Democracy by tendering his aid and support to the ticket.

"Frankly, I will say that I do not think silver is the most important issue. That great question was submitted for arbitration before the American people and decided adversely. At this time I am unable to see the necessity of again demanding that it should be the leading issue. There are more momentous questions to consider—questions of Government policy in which the people are deeply interested at this time.

"The growth of illegal trusts and monopolies must be checked without interfering with legitimate investments of capital. While labor should be protected, we cannot deprive labor of the aid and assistance of capital. This should be the time for conservative men to show their interest in trying to harmonize the conflicting elements in the councils of the party. It is no time for recriminations. It would be best to let the dead past bury its dead and realize the demands of the great fight before us."

When asked if Senator Gorman was a candidate for the Presidency, he said that was too far away for present consideration, but that it could never be told what might develop in a year.

THE HARRISON-ALTGELD FIGHT.

National Committee May be Involved in Chicago's Local Quarrel.

CHICAGO, July 18.—The fight between the regular Democratic organization of Cook County and the State of Illinois, represented by Mayor Harrison and National Committeeman Gahan on the one side and the Altgeld wing of the Democracy, which supported ex-Gov. Altgeld as an independent candidate for Mayor at the last election, on the other, reached an acute stage to-day and threatens to involve the Democratic National Committee, in spite of the strenuous attempts being made to keep local quarrels out of the proceedings of next Thursday's meeting of that body in this city.

Thomas Gahan, National Committeeman from Illinois, in an open letter to-day to the leaders of the Altgeld element of the party, explains his reasons for declining to attend the Auditorium meeting of Thursday night, and by indirection appeals to his colleagues of the National Committee to refrain from attending the Altgeld meeting.

Mr. Gahan declared in his letter that the men in charge of the Auditorium meeting opposed Carter Harrison, the regular Democratic nominee for Mayor last April, and did all in their power to bring about the defeat of the Democratic ticket. He says that these men are still fighting the Democratic organization, and that as the representative of that organization in the Democratic National Committee he cannot countenance a demonstration under their auspices.

LINCOLN, Neb., July 18.—W. J. Bryan said to-night that he would start for Chicago to-morrow to attend the meeting of the Democratic National Committee. He declined to say whether he would accept the invitation to speak at the Auditorium meeting Thursday night.

TILLMAN BELIEVES IN SILVER.

Says "Goldbugs and Traitors" Cannot Alter Democratic Platform.

Special to The New York Times.

WASHINGTON, July 18.—Senator Tillman, who passed through Washington today on his way to the National Committee meeting in Chicago, said that "goldbugs and traitors," assisted by Republicans, were trying hard to get free silver omitted from the next Democratic platform. He thought that these goldbugs and traitors would make a very stiff fight when the convention met, but he was sure they would not succeed. He saw no reason to doubt that the Bryan wing of the party would command the convention by a safe majority, and that the platform of the last campaign, with some additions, would be readopted.

Of the Philippine campaign the Senator said he thought this country had spent blood and money for several months only to find itself in about the same position as at the outset of the war. He thought the Administration had underestimated the difficulties in the way of subduing the natives.

Off for Chicago Democratic Meeting.

National Committeeman Frank Campbell, accompanied by Harry W. Walker, Secretary of the Aqueduct Commission, left for Chicago last night to attend the meeting of the Democratic National Committee to be held there on Thursday. Mr. Walker, it is understood, goes to advocate the cause of Augustus Van Wyck as a Presidential candidate. Among the other New Yorkers who will attend the meeting are J. R. Brown, Willis J. Abbot, and George W. Thompson, constituting a special committee of the Chicago Platform Democrats, and Dr. J. H. Girdner.

A WARNING TO REPUBLICANS.

Will Cumback of Indiana Opposes Mr. McKinley's Renomination as Endangering Party Success.

Special to The New York Times.

WASHINGTON, July 18.—Will Cumback of Indiana, a politician very prominent in his State, has written a letter to The Washington Post to warn the Republicans of the country against the danger of renominating President McKinley. He says that there has been no election in a quarter of a century when the result was absolutely assured before the returns came in.

He suggests that it is usually impossible to elect a President for a second term. The successful termination of the civil war saved Lincoln, while Gen. Grant was twice elected because the war feeling had not expired. Hayes and Arthur could not secure renominations, Cleveland faced a Republican Party supposed to be dead and was beaten by Harrison, and then Harrison was in turn defeated by Cleveland. This was in spite of the fact that Harrison gave the country a "splendid Administration," producing prosperity and an improved National credit.

A renominated candidate, he says, must take all the scandals and blame attaching to his Administration. To get rid of this and the inevitable injurious cartoons, a new man must be named. He declares that patronage is injurious to the party that has to dispense it, and is of the opinion that in order to avoid a contest in the convention between the office holders and their friends and the outsiders a new man will be safest.

M. E. INGALLS FOR GOVERNOR.

Cincinnati Democrats Urge Him to Enter the Race in Ohio.

Special to The New York Times.

CINCINNATI, July 18.—Friends of M. E. Ingalls, President of the Chesapeake and Ohio and Big Four Railroads, are urging him to become a candidate for the Democratic nomination for Governor. His wide business interests here, his position as President of the Manufacturers' Club, and his popularity in commercial circles led today to an informal movement toward placing him in the race.

Mr. Ingalls is now at Hot Springs, Va., and a telegraphic message was sent to him this afternoon, signed by a half dozen of his most intimate associates, asking if he would allow the use of his name for the Governorship. An answer has not yet been received.

AT THE HOTELS.

WALDORF—Kentaro Kaneko, Tokio, Japan; Dr. E. B. Perrin, Wilham, Arizona Territory; Gen. Wesley Merritt, United States Army; United States Senator Thomas H. Carter of Montana.

HOLLAND—W. Caryl Ely, Buffalo; J. W. Bookwalter, Springfield.

MURRAY HILL—Gen. T. J. Henderson, Illinois.

FIFTH AVENUE—S. Takaya, Tokio; Juan de Diorde, Cuba; Gov. William A. Stone, Pennsylvania.

NETHERLAND—Walter C. Weedon, Honolulu.

MANHATTAN—John Dana Hubbell, Havana; F. A. Ames, Boston; Lyman R. Gage, Washington, Secretary of the Treasury.

HOFFMAN—F. G. de Urbizer, Havana; R. S. Abren, Santa Clara, Cuba; W. H. Driggs, United States Navy, Washington.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Adam, Meldrum & Anderson Co., Buffalo, N. Y.; H. J. Simons, stationery, 2 Walker Street.

Adler, L., Brothers & Co., Baltimore, Md.; J. G. Adler, clothing, St. Denis Hotel.

Baird, D., & Son, Louisville, Ky.; W. J. Baird, millinery; 622 Broadway; Hotel Marlborough.

Beall, George S., & Co., Columbus, Ohio; Miss Louise Brey, notions, hosiery, and gloves; 66 Grand Street; Hotel Albert.

Bondy, L., & Brothers, Albany, N. Y.; C. Bondy, furnishing goods; Hotel Albert.

Broughton, H., & Co., Troy, N. Y.; H. Broughton, hats and caps; Hotel Albert.

Burke, Fitz Simons, Hone & Co., Rochester, N. Y.; G. Brown, prints and ginghams; Grand Union Hotel.

Callender, McAuslan & Troup Co., Providence, R. I.; J. L. Perry, boots and shoes; J. Shaw, hosiery; 2 Walker Street.

Chalifoux, E., Lowell, Mass.; millinery; Stuart House.

Cohn, M., & Co., Los Angeles, Cal.; M. Cohn, furnishing goods; Broadway Central Hotel.

Cook, L. W., Altoona, Penn.; notions and furnishing goods; St. Denis Hotel.

Denholm & McKay Co., Worcester, Mass.; I. L. Bonnell, carpets; H. Walter, stationery; 2 Walker Street.

Donaldson, William, & Co., Minneapolis, Minn.; A. H. Hopkins, boots and shoes; 2 Walker Street.

Ellasberg Brothers, Selma, Ala.; A. Ellasberg, dry goods; 43 Leonard Street.

Frank, J., Nashville, Tenn.; clothing; Hoffman House.

Frear, William H., & Co., Troy, N. Y.; E. A. Frear, dry goods; Hotel Imperial.

Forbes & Wallace, Springfield, Mass.; S. H. Trask, boys' clothing; 2 Walker Street.

Galland Brothers, Wilkesbarre, Penn.; G. Galland, piece goods; Hotel Imperial.

Garson, Meyer & Co., Rochester, N. Y.; T. Meyer, woolens; Hoffman House.

Gilbert, N. S., & Co., Norwich, Conn.; N. S. Gilbert, carpets; St. Cloud Hotel.

Hall, Headington, & Co., Baltimore, Md.; J. W. Hall, carpets; W. Headington, carpets; Hotel Manhattan.

Hargadine-McKittrick Dry Goods Company, St. Louis, Mo.; G. B. Halliday, furnishing goods; 115 Worth Street.

Hartman, L. M., York, Penn.; G. Hartman, dry goods; W. B. Ruby, notions; St. Denis Hotel.

Hawser, G. S., & Co., Baltimore, Md.; G. S. Hawser, hats and caps; Broadway Central Hotel.

Heiser, Muhlfelder & Co., Albany, N. Y.; D. Muhlfelder, notions; Hotel Imperial.

Houghton & Dutton, Boston, Mass.; J. E. Dutton, shoes and rubbers; Murray Hill Hotel.

Jordan, Marsh & Co., Boston, Mass.; J. Wentworth, dress goods; 8 Greene Street; Hotel Cadillac.

Koenig, A., Lewiston, Penn.; clothing; Broadway Central Hotel.

La Bonte, L. P., Manchester, N. H.; notions; Hotel Albert.

Lehman, M., Portsmouth, Ohio; dry goods; Hotel Imperial.

Less & Nast, Toledo, Ohio; J. Nast, clothing; Hoffman House.

Levy Brothers, Wilkesbarre, Penn.; L. Levy, notions; Hotel Imperial.

Maher Brothers, Utica, N. Y.; T. J. Maher, woolens; Hotel Albert.

Marks Brothers, Philadelphia, Penn.; A. Marks, dry goods; Hoffman House.

Marks Brothers Philadelphia, Penn.; C. H. Coppell, upholstery goods; Hotel Albert.

Miller Brothers, Chattanooga, Tenn.; W. C. McDonald, carpets and upholstery goods; Westminster Hotel.

Newhall, E. W., & Co., Seattle, Washington; O. Hains, notions; J. Stencil, cloaks and suits; 45 Lispenard Street.

Palace Clothing Company, Dixon, Ill.; H. Levy, clothing; 43 Leonard Street.

Plaut, J. D., & Son, Danbury, Conn.; L. Levy, dry goods; H. D. Plaut, millinery; Hotel Marlborough.

Porteous & Mitchell, Norwich, Conn.; J. M. Lee, furnishing goods; 57 White Street; Murray Hill Hotel.

Rothschild, A. M., & Co., Chicago, Ill.; Miss Livingston, ladies' and infants' wear; J. A. Maier, clothing; J. Boyle, millinery; E. Weil, hats and caps; 43 Leonard Street.

Rothschild, Levi & Co., Rochester, N. Y.; B. Rothschild, woolens; Hoffman House.

Rothschild, A. M., & Co., Chicago, Ill.; J. A. Maier, woolens, 43 Leonard Street; Grand Hotel.

Schlesinger & Mayer, Chicago, Ill.; B. Mayer, cloaks and suits, 377 Broadway; Hoffman House.

Siegel-Cooper & Co., Chicago, Ill.; N. N. Brooks, carpets and upholstery goods; Sixth Avenue and Eighteenth Street; Park Avenue Hotel.

Singer, M., & Co., Williamsport, Penn.; M. Singer, woolens; Hotel Imperial.

Smith & Murray, Springfield, Mass.; H. J. Donnelly, laces and embroideries; 57 White Street; Murray Hill Hotel.

Smith & Murray, Springfield, Mass.; J. D. Jardine, neckwear 57 White Street; Murray Hill Hotel.

Stearns, R. H., & Co., Boston, Mass.; A. Clark, linens and white goods; St. Denis Hotel.

Steppacher, William, & Co., Philadelphia, Penn.; E. M. Steppacher, piece goods; Hoffman House.

Strouse, C., Salem, Va.; clothing; Broadway Central Hotel.

Syracuse Dry Goods Company, Syracuse, N. Y.; J. P. Rule, notions, fancy goods, linens, and white goods; 51 Leonard Street; Hotel Imperial.

Tabor, B. C., Norwalk, Ohio; J. C. Tabor, notions; Hotel Cadillac.

Youngstown [illegible] Company, Youngstown, Ohio; T. N. Stitt, dry goods and notions; St. Denis Hotel.

Walker Brothers Dry Goods Company, Salt Lake City, Utah; F. O. Hallett, ladies' and infants' wear; A. H. Cobb, furnishing goods, 45 Lispenard Street; Park Avenue Hotel.

STRIKES ON CITY PIERS

Three New Bodies of Longshoremen Leave Their Work.

ITALIANS TAKE VACANT PLACES

Freight Handlers of the New York, New Haven and Hartford Railroad Co. Go Out—No Disturbance.

The strike epidemic which has been prevalent for several days among the longshoremen on the railroad and steamship piers along the water fronts of the city has become general. Three new strikes were declared yesterday, and although of the strikes previously declared, at least one was settled, there were during the day 600 men idle.

Forty-four freight handlers of the Lehigh Valley Railroad, at Pier 44 North River, quit work at 7 o'clock yesterday morning. The strikers had been receiving 17 cents an hour for both night and day work. They demanded 20 cents for day work and 25 cents for night work. Later the longshoremen on the company's Piers 2 and 3, North River, quit work, making demands similar to those on Pier 44.

Encouraged by the recent successful strikes along the North River, the freight handlers of the New York, New Haven and Hartford Railroad Company, at Piers 45 and 46 East River, at the foot of Jefferson Street, and Piers 50, 51, and 52, at the foot of Montgomery Street, went on strike yesterday morning. Manager Boland of the piers is out of town. Chief Clerk Matson said yesterday that 250 of the men had refused to go to work. "The men get 17½ cents an hour," said Mr. Matson, "and have very little night work, and never any Sunday work. They demand 25 cents an hour."

The strike of the men on the Central Vermont Railway Company's pier, 36 East River, ended yesterday morning, when the demands of the men were granted. About 100 of the men went out Monday morning. The regular men originally got $50 a month and 25 cents an hour for extra work at night and on Sunday. The extra men received 25 cents an hour day and night. The men demanded $14 a week, 30 cents an hour for extra work, and 45 cents an hour for night work. What they asked for was granted by the company.

The strike at Pier 34, East River, where the Clyde Line Steamship Company's boats land, is practically settled, the Superintendent at the offices of the company claimed yesterday. A delegation was sent to the office last Saturday night by the strikers demanding an increase to 30 cents per hour during the day and 35 cents per hour for night work. The company accepted these terms, but when the delegates returned to the pier they were told that the men demanded 45 cents per hour for night work. The Superintendent refused to consider the demanded increase and the men struck. Their places are now being filled.

The 375 striking longshoremen formerly employed on the Pennsylvania Railroad piers at the foot of Hubert Street, North River, have not returned. One hundred Italians were treated to a luncheon of sandwiches and beer and began work. The strikers do not think that the Italians, untrained as they are, can stand the work long, and are determined to hold out.

A delegation of sixty of the striking freight handlers went to Jersey City yesterday to persuade the freight handlers in the Pennsylvania Railroad yards to join in the strike. When the workers started for their dinners the New York men circulated among them and besought them to quit work. The Jerseymen apparently were not eager for a strike.

OHIO TRIAL LEADS TO MURDER.

Fierce Conflict Among Parties to an Illegal Fishing Case.

Special to The New York Times.

LONDON, Ohio, July 18.—A shocking murder occurred at Gillivan, in the northern part of this county, at 7 o'clock this evening, as the result of a trial for alleged illegal fishing held in Mayor Johnston's court here to-day. R. O. Davenport took up a quarrel between a man named Woodbell and James Mills, the prosecuting witness in the case against Crate Commeans of Columbus.

A few words passed, when the men became engaged in a fierce fight. Bottles and clubs were used as weapons at first, but when Davenport began to get the better of Mills, the latter rushed into a store near by and secured a knife, with which he cut Davenport in the right side. The wounded man sank to the ground and, though medical attendance was summoned at once, he was dead in ten minutes.

Coroner Parks of this city was summoned, as was Marshal Latham of Plain City. Latham responded and arrested both Mills and his son. They were taken to Plain City and placed in jail for safekeeping. From all reports it seems that Davenport was looking for trouble and followed Mills up to quarrel with him. It is said he was likely to be implicated in the fishing case and took offense at Mills for pushing it to an issue. The murdered man was about fifty years old and leaves a family.

FOR SCIENTIFIC RESEARCH.

Large Party Leaves Omaha for the Fossil Fields of Wyoming.

Special to The New York Times.

OMAHA, Neb., July 18.—The expedition to the fossil fields of Wyoming left Omaha today in charge of Alfred Darlow of the passenger department of the Union Pacific Railroad, of which company the 300 scientific gentlemen, representing every large university in the country, are guests. The company pays all expenses in order to develop the possibilities of the vast region, so rich in relics of the dinosaur period.

The party reaches Laramie to-morrow and the following day will plunge into the fossil fields. Organized into "messes" of ten men each, each mess being provided with two wagons for riding and one "grub wagon," with tents, commissary supplies, picks, shovels, hammers, the party will be well provided for camping and exploring. A dark room and complete photographic outfit will be taken along. The party will take one course to the Grand Canon of the Platte, returning by another course, thus giving every one a taste of the most magnificent scenery of the West and giving the most varied collection of vertebrate fossils that the field possess. Every specialist may gratify his own hobby at some time on the trip.

Prof. Wilbur G. Knight of the University of Wyoming, himself an enthusiastic scientist, familiar with the Wyoming fields, and an experienced hunter and camper, will have charge of the party from Laramie.

Electric Vehicles for Chicago.

Special to The New York Times.

CHICAGO, July 18.—Officials of the Illinois Electric Vehicle Company hope that the company will be in a position to begin business operations on a limited scale about Aug. 1. If possible, it will commence to operate a few vehicles by that time and gradually increase the number as it is able to obtain them from the manufacturers. The organization of so many electric vehicle companies in different cities in such a short space of time has created a demand for vehicles which the manufacturing companies cannot begin to supply immediately.

Glassblowers Elect Officers.

ATLANTIC CITY, N. J., July 18.—The sessions of the Glass Blowers' Association of America came to a close to-day with the election of officers. It was decided to hold next year's meeting in Detroit, and to hold a conference on the matter of the wage scale with the manufacturers on Friday in this city. The officers elected were: President—E. A. Hays of Newark, Ohio; Vice President—William Doughty of Millville, N. J.; Secretary—William Launer of Millville, N. J.; Treasurer—Conrad Auth of Pittsburg, Penn.

NEW CORPORATIONS.

Roche Drug Company of New York City; capital, $2,000. Directors—Patrick McMahon and James E. Brannigan, New York City; John Harris, Brooklyn.

Utica Spinning Company of Utica, to manufacture yarns and threads; capital, $275,000. Directors—Quentin McAdam, George E. Farrell, William T. Balser, and Watson T. Dunmore, Utica; John W. Allis, Mount Vernon.

We offer an

exceptional opportunity to secure choice qualities of foreign fabrics by placing our entire range at your disposal at a uniform reduction of 25%.

Burnham & Phillips

Custom Tailoring Only,

Temple Court Annex, 119 Nassau St.

CUP CHALLENGER BEATS BRITANNIA

Continued from Page 1.

shipping a lot to Glasgow, where her spars were made. He would not say why the company had not pushed the invention or deny that he was waiting for the result of the races for the America's Cup.

If, as there is some ground to suppose, Shamrock's mast, boom, &c., are made of this material, her victory would mean an advertisement that would place the new invention on the road to fortune.

Lightness is a great desideratum in yacht building, especially in the upper works. This material could be used for everything but the hull of Shamrock, and not even necessarily barred for that. It might, in fact, be used in the fittings of the hull in a hundred ways to save dead weight. For the mast and boom it would, of course, be invaluable.

The manager said the material when painted looked like steel. The difference could only be detected by sounding.

Sir Thomas Lipton acted from the start as if he had something up his sleeve. This might well be the something.

ENGLISH EXPERTS ARE PLEASED.

Loud in Their Praises of the Shamrock—To-day's Race.

COWES, Isle of Wight, July 18.—Sir Thomas Lipton, in the course of an interview this evening, expressed himself as highly delighted with the Shamrock's fine style.

"Certainly she was not forced. We kept something in reserve," he said.

It is understood that the Prince of Wales also expressed appreciation of the Shamrock's performance, and that all the experts are loud in their praises of the new cup challenger. Mr. Jameson said the Shamrock was the fastest yacht he had ever seen.

To-morrow's trial race will be started off Cowes, and the finish will be off Portsmouth, in order to suit the convenience of the Prince of Wales, who will sail on the Britannia, and will proceed for London directly the race is ended.

It is rumored that the Shamrock will try a third and still larger mainsail.

ENGLISH PAPERS CONSERVATIVE.

The Daily Telegraph Thinks the Shamrock Did Not Do Her Best.

LONDON, July 19.—The Times this morning commenting on the Shamrock-Britannia race says:

"It was just the sort of a day to show the Britannia at her best. The Shamrock, with her big topsail, when she came broadside to the wind, had some water on her deck, but she looked able enough to carry this canvas through the race. Her skipper, however, had no intention of pressing her so hard."

The Times confirms the statement that it was the purpose of the trial more to test the challenger than to sail a formal match. The paper publishes a description of the race, but makes no criticism upon the performances of the competitors.

The Daily News describes the new yacht as standing a fair chance of winning the cup, since she beat the Britannia on every point of sailing, and the Britannia has hitherto been admitted to be the smartest cutter in British waters.

The Daily Telegraph says: "It would be unwise to base speculation upon yesterday's result, as nobody knows whether the Shamrock was really displaying the mainsail she will use in America, and certainly she might have carried a larger topsail. The impression produced upon the minds of the spectators by the way in which she was handled was that something was intentionally kept in reserve, while the manner in which the Britannia was sailed commanded the highest admiration."

YACHTSMEN AWAIT DETAILS.

But Say If Conditions in the Shamrock-Britannia Race Were Equal the Former Is a Fast Vessel.

It can hardly be said that the result of the Shamrock's race with the Britannia caused any great sensation at the New York Yacht Club, as almost all the members of the club are out of town. But the few yachtsmen who visited the clubhouse on Madison Avenue yesterday evening discussed the cup challenger's showing with keen interest.

It was agreed on all hands that until further and authoritative details of the race had been obtained no correct estimate of the Shamrock's abilities could be formed, but that if conditions had been equal in yesterday's race for both yachts the Columbia had a tough proposition before her, and it was not unlikely that the cup might go across the Atlantic again.

Andrew T. Johnson, the owner of the cutter Minerva, one of the early yachts designed by Fife, was seen by a reporter for THE NEW YORK TIMES, and stated his opinion of the outlook for the contest in the Fall. The Minerva was launched in 1888 at Fairlie, Scotland. She was brought to the United States by Capt. Barr, now of the Columbia, who also was sailing master for Mr Johnson in the races in which the Minerva took part. This yacht carried everything before her for a long time, and was regarded as the fastest vessel of her class afloat. Mr. Johnson said:

"It is impossible to tell by what we know at present from the cable dispatches what chance the Shamrock has of winning the cup. I can hardly believe that she beat the Britannia 17 minutes under equal conditions. It seems impossible to me. But if this was really the case the Shamrock is a marvelous vessel, and I should say the fastest sailing yacht afloat.

"I say this because I know what the Britannia can do. I regard her as about the best all-round racer that the English have turned out up to the present time. I am not at all sure the Defender could have been her, especially in English waters."

Mr. Johnson said, in referring to the report that the Shamrock's spinnaker was badly torn when it was being set for the run back to the starting point, that he supposed the yacht was well ahead when the accident occurred, but on it being explained that this was apparently not the case, at least not to so great an extent as at the finish, he said that it made the Shamrock's performance all the more remarkable.

"Of course," went on Mr. Johnson, "I should be very sorry to see the cup lost, but if it is lost to us I would rather see one of Fife's boats win it than anybody else's. I know him well, having met him frequently both across the water and in this club when he was in America, and he is a thoroughly good fellow, modest and unassuming as possible. It has only been in small boats up to now that have been extraordinarily successful, but nothing could touch them. There is a lot of jealousy against Fife among the members of the Royal Yacht Squadron, just as there is against Lipton, and with about as little cause.

"This criticism of the secrecy that has been kept up with regard to the Shamrock is ridiculous. Fife had just as much right to keep the lines and material of his boat a secret as he has to order what he wants for breakfast. People argue that there would be no time to alter the Columbia even if Mr. Iselin and Mr. Herreshoff wanted to, but that has nothing to do with the matter. Fife may have, and probably has, perfectly good reasons for keeping the particulars of his boat's construction dark, and if he hadn't, it is no business of the public's. The Shamrock will have to be measured before the races here, and that will be time enough for everything about her to be known.

"I am sure of one thing. If the cup goes back to England, about the likelihood of which, as I have said, we know nothing, it will probably stay there for a pretty long time. You say the Americans will try their level best to get it back, and keep on trying. No doubt they will, but they can't do better than the best, and isn't the Columbia the best so far? She is as good as brains and money can make her. You must remember that there is an even greater handicap for yachts that cross the ocean to race than for athletes. They have to be timbered to stand the voyage, and that makes a big difference.

"There is another thing of which I am certain. It is that the races here in October will, barring accidents, be the finest of their kind the world has yet seen. If this news about the Shamrock is true it will have caused a lot of sensation, not only here, but among English yachtsmen. It looks as though some of them don't want the Shamrock to win. There seems to be a good deal of prejudice against Lipton, and all this talk about the Shamrock being an advertising dodge is simply because she sails under the burgee of the Royal Ulster Club instead of that of the Royal Yacht Squadron. There is no squarer man than Sir Thomas living, and I believe he is a genuine sportsman.

"There is some little jealousy on this side also. It is with regard to Capt. Barr, and I suppose it is because he is a Scotchman. It has just about as little cause as the jealousy of Fife over there. Barr is a splendid sailing master, and will make the Columbia do everything she can. He brought the Minerva across the Atlantic, and licked everything in sight with her."

In conclusion Mr. Johnson said: "I can only say again that until we get full particulars of to-day's race we can tell nothing, and we may not be able to tell much then. The Britannia, however, is, I believe, tuned up pretty well for this season by now, and ought to have done her best to-day."

SHAMROCK'S SPEED UNKNOWN.

Some Yachtsmen Say the Britannia Race Tells Nothing.

The result of the Shamrock-Britannia race was received with great interest by the many yachtsmen gathered yesterday at Larchmont. Yet, when the figures were known, there seemed to be a general feeling that there was no way to get a line on the Shamrock's ability for purposes of comparison with the Columbia.

On the surface, if face figures were good for anything in such a computation, it would seem to show that the Shamrock and the Columbia are evenly matched. But the surface indications are not considered of much value.

When Vigilant went to England she was beaten by Britannia in a majority of the races. But even assuming that Vigilant was as fast as Britannia, Defender in her races with Vigilant showed herself to be six minutes faster in a thirty-mile course, and Columbia has beaten Defender by between three and four minutes, boat for boat.

These surface figures would make Columbia about ten minutes faster than Vigilant. The Shamrock sailed a fifty-mile course, and the proportion for thirty miles of her winning time, if accepted as a criterion, would be ten minutes twelve seconds. But there are so many considerations—such as the condition of the yacht, the training of the crew, and the state of the wind and sea at different times, that whole minutes of estimated figures are liable to be knocked crooked.

This view of the case was that generally taken by the yachtsmen.

COLUMBIA-DEFENDER RACES.

Newport Yacht Racing Association Issues Instructions for the Coming Contests.

Special to The New York Times.

NEWPORT, July 18.—The Newport Yacht Racing Association this evening issued the instructions for the Columbia-Defender races to be held here under the auspices of the association. The dates of July 21 and 25 remain unchanged, but, at the request of W. Butler Duncan, the third race, which was to have been sailed on the 27th, has been postponed to the 29th. The conditions and courses are as follows:

The warning signals will be given at 11 o'clock, when a blast of the whistle of five seconds' duration will be blown and a flag bearing the letter indicating the course will be hoisted. The preparatory signals, at 11:10 o'clock, will consist of a blast of the whistle and the hoisting of the blue peter. For the starting signals, at 11:15 o'clock, a blast of the whistle will be blown and a red flag hoisted. In case a postponement is necessary, the warning signal will be hoisted only on the even quarter hours. In case it is deemed advisable to finish the race in one round, the signal letter "B" will be hoisted and a blast of the whistle of ten seconds' duration will be blown as the yachts approach the finish line.

Four courses have been laid out, any one of which may be sailed. Course A starts from an imaginary line between the committee boat and Brenton's Point Lightship, proceeding to and around the whistling buoy off Point Judith, thence to and around a mark boat anchored two miles southwest by west from West Island Light, flying a red and white flag; thence to and around Brenton's Reef Lightship; twice around, finishing over starting line from east to west. All marks are to be left to port. Course B is the reverse of Course A. Course C starts at the same point as Course A, proceeding to and around the "Sow and Pigs" Lightship, thence to and around "Hen and Chickens" Lightship, and finishing across the starting line from east to west, all marks to be left to port. Course D is the reverse of Course C.

The Defender arrived here from Bristol to-day. Her steel boom, which was damaged in the recent mix-up with the Columbia, was brought along. The boat anchored back of the torpedo station, and will be taken out for daily tuning-up spins until Friday, when she will meet the Columbia in the first of the three races. The Columbia will most likely race on that day with her present mainmast, as the steel spar will not be ready until Saturday. The Defender's mainsail has been repaired and the boat is now in perfect racing trim.

BRISTOL, R. I., July 18.—Workmen were engaged to-day in altering the mainsail and the club topsail of the Columbia, which had been taken to the sail loft of the Herreshoff works. When the work is completed the Columbia will go to Newport.

LOSSES BY FIRE.

BERNARDSTON, Mass., July 18.—The saw, grist, and planing mill and elevator and barn of Charles Barber were burned to-day, together with 4,000 bushels of grain, 200 barrels of flour, and a large amount of finished lumber. Loss, $15,000.

ROCHESTER, N. Y., July 18.—The livery stables owned by Harvey Case of Clyde were destroyed by fire in that village this morning, besides twelve horses valued at $125 apiece. The loss on the buildings and contents is estimated at more than $5,000.

CINCINNATI, Ohio, July 18.—The casting plant at the Addyston Pipe and Steel Foundry, near North Bend, was completely gutted by fire last midnight and everything except the standing cranes and the walls of the buildings destroyed. Several freight cars on the siding were consumed. Loss about $100,000.

THE WEATHER.

LOCAL FORECAST.—Fair, fresh to brisk westerly winds.

The area of high pressure has moved from Iowa to Missouri, diminishing rapidly in magnitude. A storm appears to be developing in the East Gulf States, and a trough of low pressure extends from Arizona to Assiniboia. Showers have occurred in the West Gulf States, the Red River of the South Valley, and on the South Atlantic Coast. The temperature has remained nearly stationary in all districts. Excessive temperatures have been reported from the extreme Northwest, Boise 102 degrees; Havre, 100; Helena and Winnemucca, 98; Huron and Rapid City, 94; Bismarck and Williston, 92. Showers may be expected in the West Gulf States, Ohio, the lower Mississippi Valley, and the South Atlantic States. Brisk westerly winds will prevail on the North Atlantic Coast, and variable winds on the Middle and South Atlantic Coast.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.— 1898.	1899.	TIMES. 1899.
3 A. M.	70	70	73
6 A. M.	69	68	75
9 A. M.	70	73	77
12 M.	71	76	80
3 P. M.	78	82	83
6 P. M.	74	82	79
9 P. M.	72	76	77
12 P. M.	72	71	74

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	77¼
Weather Bureau	74¾
Corresponding date 1898	72
Corresponding date for last twenty years	74

The maximum temperature yesterday was 83 degrees at 4 P. M. and the minimum 69 degrees at 6 A. M. The humidity at 8 A. M. was 59 per cent, and at 8 P. M. 53 per cent.

BYCK BROS

MEN'S OUTFITTERS.

8 o'Clock This Morning.

DON'T OVERLOOK the fact that the stamp of genuine public approval has been secured for the Byck Bros. half-yearly clearing sales. This is the thirteenth.

DON'T OVERLOOK the fact that ALL the clothes offered are Byck Bros. clothes, Byck Bros. styles, material and tailor work.

DON'T OVERLOOK the fact that all Clothing, Furnishings and Hats show a genuine reduction of about 40 per cent.

DON'T OVERLOOK the fact that as you read this announcement the doors are open and the great sale is in progress.

8 o'Clock This Morning.

Downtown—S. W. Cor. Fulton & Nassau Sts.

Uptown—Nos. 158 to 164 East 125th St., near 3d av.

(UPTOWN STORE OPEN EVENINGS UNTIL 9:30.)

COL. R. W. LEONARD RESIGNS.

Relinquishes Command of the Twelfth to Accept New Commission.

Col. Robert W. Leonard of the Twelfth Regiment, who has been appointed Lieutenant Colonel of the Twenty-eighth Regiment of Volunteers, sent in his resignation yesterday as Colonel of the National Guard regiment, which he commanded from March 3, 1898, succeeding Col. McCoskry Butt, who was elected Brigade Commander.

Col. Leonard has been ordered to proceed to Camp Meade, Penn., for duty with his regiment, and the command of the Twelfth has now devolved upon Lieut. Col. Charles J. Seiter.

An election for a Colonel

The Wanamaker Store.

Carpets at Half

A Semi-Annual Event

THIS happens twice a year, and careful people have already learned to watch for the time. It concerns the selling of many thousand yards of the best known carpets at

One-Half and One-Third

less than the accepted figures at retail.

What does this mean to you? It means a saving of from 20c. to $1 a yard on just the kind of carpets you are wanting. In an average-sized room you save anywhere from fifteen to fifty dollars over the prices you would have paid yesterday, and (what may be more important), over the prices you will have to pay a month from now.

We do this every six months, but this occasion is more than ordinarily important, because

Carpet Prices Are Advancing

and the reduction at this time means more than it usually does. For five years we have been dictating prices to manufacturers. This season manufacturers are fixing prices of their own. Times are better with them and that means higher retail figures.

Consequently, a saving of a dollar a yard over this Spring's prices means a saving of *much more* than a dollar a yard over next Fall's prices. You know yourself how much styles and qualities change in carpets. Is it worth the difference in price?

If you are one of those who grasp opportunities as they fly, this is one to reach for, even if you have to come back from the mountains to do it. Don't let your desire to be free from home demands interfere. And don't worry about the disposition of the goods you purchase. We will hold the carpets you buy now up to the last of September for delivery.

There are 28,110 yards of carpets concerned. We will sell them as follows. It should be noted that the smaller the quantity in a pattern the smaller is the price. This is a clearing occasion with us,—a floor-filling occasion for you.

WILTON CARPETS — There are 1,500 yards of $2.50 Wilton carpets, that will be sold at $1.50 a yard.

BRUSSELS CARPETS—There are 3,918 yards of Brussels carpets that have heretofore been priced at $1.35. Now 90c. a yard.

AXMINSTER CARPETS — There are several grades in Axminsters, heretofore priced at $1, $1.15 and $1.35. Now offered at 75c., 90c. and $1 a yard.

VELVET CARPETS — Of Velvet carpets we offer 7,691 yards. Former prices $1, $1.25 and $1.35. These sale prices are 75c., 90c. and $1 a yard.

TAPESTRIES—Three grades, nearly 7,000 yards in all. Former prices were 55c., 65c. and 80c. These sale prices are 40c., 50c. and 60c. a yard.

INGRAIN CARPETS—Three-and-a-half thousand yards. These were among the fastest selling carpets we had in stock. We asked 65c. and 80c. a yard, and those prices were low. Now cut to 60c. and 65c. a yard.

And Hundreds of Remnants

There are heaps and heaps of carpet remnants,—the glorious survivors of the prettiest and best patterns we had. They include every grade of carpet from ingrain up to the highest-priced Wiltons. There are too many of them to specify here, but if your want is for a small carpet, this is your chance; and you'll not get better picking for six months;—and *then* you won't, if the present outlook is a fair basis of judgment. For carpet prices are higher now than for the past five years, and they are going up, up, up. We know these things in advance. Will you take our hint, or wait?

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth Avenue, Ninth and Tenth Streets.

DEVON MEN WIN AT POLO

Prove Too Strong for the Philadelphia Country Club Team.

ACCIDENT TO A BOY AND A PONY

The Animal Was Killed and the Stable Attendant Riding Him Rendered Unconscious.

Five hundred persons saw the Devon polo team of Pennsylvania defeat the Philadelphia Country Club men yesterday on the Rockaway Club field at Cedarhurst, L. I., in the final contest for the Cedarnurst Challenge Cup. This is the fifth year that the trophy has been played for, and it must be won three times by one club before becoming the property of that club.

The Rockaway second team has two victories to its credit, Meadow Brook has one, and the Country Club of Westchester one, so yesterday's victory by Devon adds a new claimant for the trophy. The Devonians won by a score of 14 to 7½ goals, the result being what had been locked for at the start, and the Philadelphians at no time made it dangerous for their opponents. The victors earned all of their goals, while they allowed five by handicap to the defeated team.

The line-up was as follows:

Devon.	H'c'p.	Phila. Country.	H'c'p.
No. 1. C. R. Snowden	5	R. S. Strawbridge.	5
2. G. W. Kendrick, 3d	6	2. W. H. Smith	5
3. Charles Wheeler	6	3. Carlton Zeilin	4
Back, G. McFadden	5	Back, J. F. McFadden	3
Total	22	Total	17

An unusual feature of the game was a fatal accident to the best polo pony owned by J. Frank McFadden, and the severe injury of one of the latter's stable boys who was riding him at the time.

Alfred Woods was bringing the bronco pony, Cigarette, valued at $1,000, to the lower end of the field for J. Frank McFadden, who was playing back for the Philadelphia Country Club. Woods rode the pony as if it were a race horse down the road just beyond the polo field, and when at the southwest corner, opposite W. A. Hazard's barn, he turned the pony sharply. The spirited animal jerked around like a shot, and in another second plunged into a high stone wall near the barn, nearly turning a somersault. The pony broke one of his fore legs and the rider was knocked unconscious. Concussion of the brain followed, but Dr. Anderton said that the boy probably would be well in a day or two. The pony was shot where it fell. It was the first polo pony to be killed at a game this year.

The score shows that the contest was safely in Devon's hands from the start. The Philadelphians could make only one goal in the first and two in the last periods. The score by periods is:

First Period.

Goal.	Made by.	Time.
No. 1.	Charles Wheeler, Devon	0:30
No. 2.	G. W. Kendrick, third, Devon	2:00
No. 3.	R. E. Strawbridge, Philadelphia	5:30
No. 4.	G. K. Kendrick, third, Devon	2:30
No. 5.	C. R. Snowden, Devon	1:45
No. 6.	G. W. Kendrick, third, Devon	2:30

Knockout ¼ of a minute overtime. Penalty of ¼ of a goal for a safety against Philadelphia.

Second Period.

Goal.	Made by.	Time.
No. 1.	G. W. Kendrick, third, Devon	7:00
No. 2.	C. R. Snowden, Devon	3:30
No. 3.	G. W. Kendrick, third, Devon	5:30

Played one minute overtime.

Third Period.

Goal.	Made by.	Time.
No. 1.	C. R. Snowden, Devon	4:00
No. 2.	Charles Wheeler, Devon	1:00
No. 3.	Charles Wheeler, Devon	2:30

Knockout ½ a minute overtime.

Fourth Period.

Goal.	Made by.	Time.
No. 1.	C. R. Snowden, Devon	3:45
No. 2.	J. F. McFadden, Philadelphia	4:15
No. 3.	C. Zeilin, Philadelphia	2:00
No. 4.	C. R. Snowden, Devon	1:30
No. 5.	Charles Wheeler, Devon	1:30

Summary.—Goals earned, Devon, 14; Philadelphia, 3. Allowed by handicap—Philadelphia, 5. Lost by penalties—Philadelphia, ½ a goal for two safeties. Total score—Devon, 14; Philadelphia, 7½. Referee—H. L. Herbert. Scorer and time keeper—G. W. Kendrick.

Among the spectators were James R. Keene, George J. Gould, W. G. Kendrick, Robert Downing, Mrs. Jack Dallett, Jr., Mr. and Mrs. William A. Hazard, Mr. and Mrs. Edward La Montagne, Mr. and Mrs. Rene La Montagne, Mr. and Mrs. Daniel Chauncey, the Misses Grace and Madeline Chauncey, Miss Rosaline Francke, Albert Francke, L. J. Francke, Mr. and Mrs. T. C. Richardson, William C. Eustis, Mrs. John E. Cowdin, Robert Collier, P. F. Collier, Raymond Herbert, Mrs. H. M. Harriman, Mrs. J. E. S. Hadden, Harry S. Page, H. H. Porter, Mr. and Mrs. Edward N. Dickerson, Mr. and Mrs. Clarence Goadby, Eugene S. Goadby, Mr. and Mrs. S. O. Vanderpoel, Dr. J. Carl Schmuck, Mr. and Mrs. M. S. Burrell, Mr. and Mrs. E. L. Burrell, Miss Jessie Voss, Miss Gaudy, Miss Hand, Miss Murrialle, Amory G. Hodges, Baron and Baroness De Wardener, Mr. and Mrs. McPherson Kennedy, Mr. and Mrs. S. P. Hinckley, Mr. and Mrs. T. C. Richardson, C. Lawrence Perkins, George B. Sanford, Mr. and Mrs. R. L. Burton, Mr. and Mrs. George C. Rand, Thomas W. Brooks, Mr. and Mrs. A. H. Stevenson, and Mr. and Mrs. Newbold T. Lawrence.

To Appeal O'Brien and Clark Case.

The Appellate Division of the Supreme Court yesterday granted an order permitting an appeal to be taken to the Court of Appeals in the cases of the old firm of O'Brien & Clark against the city. While Francis M. Scott was Corporation Counsel an agreement was entered into between that firm and the city for the settlement of the claims for extra work on the new aqueduct. Judgment was taken, with the consent of the city, against the city, for $700,000. The present Corporation Counsel, however, went to the Special Term to get this judgment set aside. The Special Term denied the motion, and at the May term the Appellate Division affirmed that order. It was from this decision that the city wished to appeal, but, under the law, the consent of the Appellate Division had to be obtained before an appeal could be taken.

WESTERN RAILWAY ABSORBED.

The Santa Fe Secures Control of the San Joaquin Valley.

Special to The New York Times.

SAN FRANCISCO, July 18.—At the fourth annual meeting of the stockholders of the San Francisco and San Joaquin Valley Railroad, held to-day, a complete transfer of all the property of the road was made to the Santa Fe Company. It was a perfunctory ceremony, in which most of the stock was voted by proxy, 24,618 shares out of 24,652 being represented.

The first new Board of Directors was elected, and then the Directors elected the following as officers of the Valley Road for the ensuing year: E. P. Ripley of Chicago, President of the Santa Fe system, President; Capt. A. H. Payson of San Mateo, Second Vice President of the Valley Road, Vice President, and Alexander Mackie of Alameda, Secretary. The new Directors of the Valley Road are E. P. Ripley, John D. Spreckels of San Francisco, who represents the retiring President of the road; Claus Spreckels, Robert Watt of Oakland, Capt. A. H. Payson of San Mateo, W. G. Nevin of Los Angeles, General Manager of the Santa Fe lines west of Albuquerque; A. F. Walker of New York, Chairman of the Board of Directors of the Santa Fe; E. N. Gibbs of New York, of the Executive Committee of the Santa Fe; Victor Morawetz of New York, General Counsel and Director of the Santa Fe; R. S. Hayes of New York, Director and member of the Executive Committee of the Santa Fe; F. W. Van Sicklen and H. C. Bush of this city, who in a few weeks will be replaced by W. A. Bissell, Assistant Traffic Manager of the Santa Fe, who is now in New York on business. It is significant of the complete absorption of the Valley Road by the Santa Fe that the Executive Committee of the Board of Directors of the Valley Road is made up of Messrs. Ripley, Walker, Gibbs, Morawetz, and Hayes, all important Eastern officials of the Santa Fe. This shows that the California men in the Directorate are merely figureheads.

BURGLAR AT WILLETS POINT.

Sentry Fails to Fire in Time and Man Gets Away in the Darkness.

Major John E. D. Knight, the commander at Willets Point was seated on the veranda of his house opposite the parade ground Monday night, when he heard a noise inside the house, and went in to investigate. As he did so a man leaped out of one of the side windows and started on a run toward the shore. The Major ordered him to halt, but the man paid no attention and kept on.

The Major ran out and ordered the sentry on Post 3 to fire upon the man. The sentry, however, was a recruit and did not obey the order promptly. By the time the order was repeated and obeyed the burglar had gotten some distance away and the sentry fired in the air.

This brought out the guard and a volley was fired at the man, but he disappeared in the darkness. It is supposed he was a river thief and had a boat waiting for him. Nothing was stolen.

CABINET STANDS BY OTIS

No Attention Paid to Statements of Manila Correspondents.

ENCOURAGING NEWS RECEIVED

The Philippine Commission Reports a Satisfactory Condition of Affairs in the Islands.

WASHINGTON, July 18.—It was announced at the War Department to-day that no attention whatever would be paid to the round robin of the Manila correspondents. The protest was not sent to Gen. Otis, and, it is said, will not be, and Gen. Otis will not be called upon for an explanation.

The Cabinet meeting to-day was longer than usual. It was admitted that there was some discussion of the dispatch sent by the American newspaper correspondents from Manila via Hongkong yesterday. A cable from Col. Denby, a member of the Philippine Commission, was read. It showed a fairly satisfactory state of affairs, one of the Cabinet officers said, but it did not say that peace negotiations with Aguinaldo were in progress.

Later it was ascertained that the decision was reached to allow the round-robin matter to drop. At an informal conference, held at the White House last night the subject was discussed and such a policy agreed upon. This, it is stated, was confirmed at the Cabinet meeting. Officially, the matter will be ignored, and Gen. Otis will be allowed to treat it as he may deem best.

The following statement was given out this afternoon at the State Department:

"The State Department yesterday received from the Philippine Commission an important dispatch conveying these facts: By the co-operation of the military and the commission municipal governments have been established in seven important towns in the Provinces of Manila and Cavite. These are working admirably, and one good effect of them is that considerable numbers of the insurgents are constantly deserting and coming in, some of them with arms. The system will soon be extended to other towns which are asking for it. Continued success in this direction will mean the beginning of the end.

"The Commissioners state that the general situation is as described in the message of Gen. Otis of the 26th of June except that a number of ports in the southern part of Luzon, in Leyte, and other islands to the south have since been opened to trade. Dispatches from Dr. Schurman on his return from his trip through the southern part of the archipelago were of the same purport. A disposition to accept American sovereignty and to welcome our troops was everywhere manifested.

"The report of Gen. Otis of the 26th of June, referred to by Commissioner Denby in the above dispatch, stated that as a consequence of the rainy season little inland campaigning was now possible in Luzon. 'We occupy,' said Gen. Otis, 'a large portion of the Tagalog country. The lines stretch from Imus on the south to San Fernando on the north, nearly sixty miles, and eastward into the Laguna Province. The insurgent armies have suffered great losses and are scattered. The only large force which holds together is about 4,000 in Tarlac Province and Northern Pampanga. There are scattered forces in bands of 50 and 500 in other portions of Luzon. In Cavite and Batangas Provinces they could possibly assemble as many as 2,000. They are demoralized from recent defeat.

"'The most of the people are terrorized by the insurgent soldiers, but desire peace and American protection. They no longer flee from our troops unless forced by insurgents, but gladly welcome them. There has been no recent burning of towns. The population within our lines has become dense, taking up land cultivation extensively. They are kept out of Manila as much as possible, as the city population was becoming too great to be cared for. The only hope of the insurgent leaders is in aid from the United States. This is the influence which enables them to hold out. Much contention prevails among them, and no civil government remains. The trade with ports not in our possession, the former source of insurgent revenue, is now interdicted.'

"Gen. Otis doubted the wisdom of this policy, as people in those ports were without supplies or food and the merchants were suffering losses. He meditated at that time the restoration of trade privileges, although the insurgents might reap some benefit from it, a plan which has since been partially carried into effect. The courts are in successful operation under the direction of able Filipinos. Affairs in the other islands are comparatively quiet, awaiting results in Luzon. All are anxious for trade, and repeated calls for American troops are received. Gen. Otis is giving his attention to the Jolo Archipelago, and the Palawan Islands.

"Gen. Otis speaks of the general desire of the volunteers to re-enlist. He has provided for the enlistment of the two regiments which have been authorized, and has asked permission to organize a third regiment."

GEN. OTIS AND HIS CRITICS.

Correspondents May Be Compelled to Leave Manila—Statement by Secretary Long.

Special to The New York Times.

WASHINGTON, July 18.—The statement sent from Hongkong by the newspaper correspondents, who complained of the restrictions placed upon them by Gen. Otis, continued to be the chief subject of conversation at the War Department to-day. The military view of the conduct of the correspondents was generally against them, although many officers, who considered the correspondents technically guilty of transgression of the regulations, admitted that there was some provocation which they, as men not employed to conceal facts, could scarcely be expected to resist.

Many officers and private citizens insist that it is not news that many men in the army in the Philippines have been ill from heat and exposure to the uncongenial climate, and there have been private letters here, some of which have reached the newspapers, in part, telling of what has seemed like an effort on the part of Gen. Otis to withhold occupation and opportunity from Gen. Lawton. But it is believed that if Gen. Lawton has found this a trying matter he would long ago have used the means at his command to learn why his services were not fully employed.

From a private letter received here a day or two ago it is ascertained that it was commonly known among Americans in Manila that Otis was not getting along well with the Philippine Commission, and that the commission was doing rather better than Otis in its own line of work. The writer is known to be a person of good judgment, calm and dispassionate, and not personally interested in magnifying the importance of Schurman's work, but he complained very intelligently about the "feebleness" of Otis's grasp of affairs, asserting that he was paying too much attention to minute details to make a successful manager of a large situation, requiring broad and liberal as well as firm treatment. This letter was written late in May, a month before the protest of the correspondents was thought of.

The indifference of the President to the attitude of the correspondents was soon reported at the War Department, and those officers who had been most vivacious in their remarks about the act that yesterday seemed so offensive began to suggest that perhaps the correspondents were ill or weary of the campaign and desired to come home, and that the authorities might decide to do nothing more about it, but just to "put it away," as something that had never occurred. There are some officers, however, who do not accept the accounts of non-action at the White House, but insist that Gen. Otis has been asked by cable for a statement and recommendation.

The President is not likely, it is believed, to act hastily in this matter. He never acts hastily. As for the correspondents, while officers look for their return, it is admitted as possible that they may decide to stay if they will admit that Gen. Otis, and not the newspapers, may run the affairs of the United States in the Philippines. If it is to be a choice between the degradation of Otis or the expulsion of the correspondents, the disciplinarians of the War Department say the correspondents will be compelled to abandon their stations.

It is learned that the President is hopeful that the controversy may be settled without bitterness on either side, and that the information obtained from the General in command will contribute to smoothing the way for the resumption of amicable relations between Otis and the correspondents. An effort is to be made to bring about this result soon, as the comments of British newspapers, generally approving of the attitude of the newspaper men, are regarded as likely to have a bad effect upon the country. To this suggestion military men say that British officers abroad would never think of submitting to criticism by British correspondents, who are held to account very strictly for criticising military operations.

Secretary Long spoke freely and emphatically to-day about some of the subjects referred to in the statement of the correspondents. He was absolutely certain that Gen. Otis had not held back anything of the least importance touching the situation in the Philippines from the President, and he said he knew that the President had not suppressed any information he had received from Gen. Otis. Secretary Long said it was incredible that Gen. Otis should have deceived the President as to the true condition of affairs in the Philippines, and it was a matter of his own knowledge that the President had directed that the public be kept advised of all news from the Islands. It was unreasonable, he said, to suppose that Gen. Otis would attempt to misrepresent the situation to the President or that he would minimize the resistance of the insurgents.

Secretary Long said that he had received no complaints whatever of Gen. Otis's policy toward the navy in the Philippines. So far as he was aware, Gen. Otis had never attempted to interfere with the transmission of official telegrams to the Navy Department, and it was incomprehensible to him that any one should have such an idea. Admiral Watson, in command of the naval forces, was free to report all his operations to the Navy Department independently of Gen. Otis, and it was not at all likely that the latter would attempt to censor official dispatches to the Navy Department.

This statement was made to show that while Gen. Otis might possibly minimize the operations of the naval fleet so far as the press dispatches were concerned, it would be practically impossible for him to control the official reports to the Navy Department bearing on such operations. Secretary Long is not disposed to attach much importance to the newspaper round robin, especially in view of the absence of details.

LONDON PAPERS CONDEMN OTIS.

He and the Administration Accused of Hoodwinking the People.

LONDON, July 18.—The afternoon newspapers of this city generally comment in a denunciatory vein upon the conduct of the American Philippines campaign as it has been managed by Secretary Alger and Major Gen. Elwell S. Otis. The St. James's Gazette says: "The great American people has been hoodwinked by its General and its Administration, who have kept up a series of suppressions of the truth and suggestions of the false of Russian ingenuity and thoroughness."

The Pall Mall Gazette says: "The correspondents have done their duty to the public as journalists and gentlemen should."

FILIPINOS WANT INDEPENDENCE.

Major Zialcita Asserts They Were Promised Self-Government.

MINNEAPOLIS, Minn., July 18.—The Times to-morrow will publish an interview which took place May 18 at San Isidro, Luzon, between its special correspondent and Major Lorenzo L. Zialcita, leader of Aguinaldo's cavalry and one of the Filipino Commissioners who went to Gen. Otis with propositions for an armistice.

Major Zialcita, speaking of the reputed promises of independence made prior to the fall of Manila, when asked if in their eagerness for independence the Filipinos had not misunderstood or misconstrued the language of American officials and officers, replied:

"There is not the slightest mistake about this. Consul Wildman verbally made this statement to us, and we had so much confidence in the good intentions of the United States that it meant to us as much as if it had been delivered in writing. Besides when we were in Cavite a number of us had the honor of entertaining a Gen. Anderson at the Ateneo Rizal. This was before Manilla was taken by your forces. Gen. Anderson on this occasion made a speech, in which he said that the Americans had not come here for the purpose of taking one foot of territory with the view of permanent possession, but for the purpose of giving the Filipinos their independence.

"On Sept. 21, last year, on the occasion of a fiesta, a number of American officers celebrated with us at the residence of Pedarno Pacheco, and all expressed the same sentiments. On many different occasions we were told by men high in authority that Filipino independence would be recognized."

"What was the opinion of the Filipino leaders in regard to Gen. Otis's proclamation of Jan. 4?"

"That proclamation," replied the Major, "was decidedly bad, and greatly incensed the people everywhere. It stated nothing clearly and promised nothing. It was noncommittal on all points except that Otis declared himself Governor General of the islands and that our country had been purchased from Spain. The Filipino people desired independence, not annexation."

Referring to the telegram of Feb. 20, sent by Gen. Otis relative to the order of the Filipino Government to burn Manila and massacre the whites in the city, the Filipino emissary, with a flash of anger on his face, replied:

"That was false—absolutely false! No such order was ever issued by officials at Malolos. If Gen. Otis found any such written order, it was the work of friars or some other enemy of ours. This is not a race war. We realize that in order to win we must have the support of civilized nations and must conduct our affairs accordingly."

Letters to Men in the Philippines.

WASHINGTON, July 18.—Director of Posts Vaille, at Manila, has called the attention of the Post Office Department to the constant growth of the advertised list of undelivered letters for soldiers in the Philippines. He advises the public that the address on letters wherever possible should include the company and regiment to which the soldier belongs.

Rebellion Against Tagal Domination.

MANILA, July 18.—The natives of the Provinces of Albay, South Camarines, and North Camarines are endeavoring to throw off the domination of the Tagals. It is reported that there has been fighting between the people of the provinces named and small bands of Tagals who were quartered upon them, running the local Governments, and that the people in question are willing to declare allegiance to the United States when troops are sent to protect them.

Colorado Troops Sail for Home.

WASHINGTON, July 18.—The following cablegram has been received from Gen. Otis:

Manila, July 18.

Adjutant General, Washington:

Continued heavy rain, cyclonic storms, impede business in harbor. Colorados sailed transport Warren yesterday; Privates Horne and Wilder, Company G, left sick. In addition, 130 discharged men, various organizations, took passage. Californians on Sherman arrived from Negros; vessel must be coaled; await subsidence of typhoon now prevailing. OTIS.

HOBOKEN'S EDUCATION BOARD.

Mayor Fagan Threatens to Remove Members to Whom He Objects.

The appointment of Philip Premmerhoff as Supervising Architect of the Hoboken Board of Education on July 10 led to a stormy meeting on Monday night. Commissioner Bell objected to the approval of the minutes of the meeting of July 10, on the ground that the appointment involved the expenditure of money, and therefore required a majority of all the members. It had a majority only of those present. Commissioner Bell was overruled, and the minutes were approved.

After the meeting adourned Mayor Fagan announced that before the next meeting he would exercise his privilege and remove certain members of the board and at the same time appoint others in their places. When Commissioner Bell undertook to explain his action Mayor Fagan advised him to resign.

"I won't resign," retorted Commissioner Bell.

"Well," said the Mayor, "if you don't I'll put some one else in your place."

That ended the discussion. Mr. Bell said yesterday that Mayor Fagan had no power to remove him, except for cause. He said the trouble was the result of the efforts of two or three men to run the board.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

DEWEY'S CREW OF HEROES

Men Foremost in Battle Coming on the Olympia.

ADMIRAL'S ADIEU TO MANILA

Last Orders to His Fleet Before He Weighed Anchor and Capt. Barker's Order.

Foreign Correspondence NEW YORK TIMES.

MANILA, P. I., May 23.—For some time before the receipt of a dispatch from home regarding a transfer of the command of the Asiatic Station, Admiral Dewey debated in his mind what had best be done. Finally he decided to return, as affairs out here were in so promising a condition, with every point well looked to, that his successor could readily pick up the threads and bring matters to a conclusion, so far as the navy is concerned.

Then, too, the wet and sickly season is close at hand, and the doctors thought that the sooner the Admiral took his departure the surer would he be of returning with unimpaired health.

Although Admiral Watson, who, we understand, has been ordered to assume command, has not yet appeared on the scene, the ad interim has fallen into most able hands. Capt. Barker, who left New York in October, commanding the Oregon, with eight other ships, including the Iowa, under his command, is here on the scene, and has been a constant companion of Admiral Dewey in all his many inspections. He is quite in touch with everything, is held in high esteem by the army officials, and is altogether well calculated to keep every detail in hand and maintain the high state of efficiency that he found before the departure of the commander in chief.

Numerous changes were made in the personnel of the Olympia before she sailed both among officers and men, and a corrected list of the former is, therefore, sent in order that the good people in Gotham may see just whom they are to have under their hospitable wing some time in the early Autumn.

The list follows:

OLYMPIA'S LIST OF OFFICERS.

Admiral George Dewey; Lieut. T. M. Brumby, Flag Lieutenant; Ensign H. H. Caldwell, Flag Secretary; Ensign W. P. Scott, Aide to the Admiral; Capt. Benjamin P. Lamberton, commanding flagship; Lieut. Commander George P. Colvocoresses, executive officer; Lieut. Charles Laird, navigating officer; Watch Officers—Lieuts. V. Nelson, P. W. Hourigan; Ensigns M. M. Taylor, F. B. Upham, A. G. Kavanagh, and H. V. Butler; Medical Director A. F. Price, Fleet Surgeon; Pay Inspector D. A. Smith, Fleet Paymaster; Chief Engineer F. H. Bailey, Surgeon H. T. Percy, Assistant Surgeon D. N. Carpenter, Chaplain W. H. I. Reasedy, Capt. O. C. Berryman, United States Marine Corps, Fleet Marine Officer; Passed Assistant Engineer G. Kaemmerling, Assistant Engineer E. H. De Lany, Assistant Engineer J. F. Marshall, Jr., Assistant Engineer E. H. Dunn; Boatswain J. Costello, Gunner L. J. Connelly, Carpenter G. J. Shaw, Pharmacist A. Hammar, Pay Clerk W. M. Long, Fleet Pay Clerk M. W. Creagh.

It was Admiral Dewey's idea in filling up the complement of the Olympia to take with him men from the different ships who fought for the flag on that famous May morning a year ago. In consequence, it is in reality a band of heroes that he is now taking home and a finer set of men than those Capt. Lamberton, himself a veritable hero of heroes, has to polish up his guns would be very hard, indeed, to find.

For the last few days the Olympia's decks were well filled with the beauty and chivalry of Manila, and there are some beautiful women here in spite of the fact of so many of the former residents having departed. A few naval officers are fortunate enough to have their wives here, but the army has succeeded in gathering here a large number of our bright and beautiful countrywomen, with all of whom the gallant Admiral was a prime favorite.

Nothing pleased him more than to have the flagship's decks enlivened with the youth and beauty of the garrisons, or to take a party up the river on board of his fine steam barge, an heirloom from the Spanish Admiral or Governor General with whom he had slight differences a twelvemonth ago.

Just as eight bells struck at the end of the afternoon watch on the 20th, or 4 o'clock P. M., as it is more popularly known, the Olympia's anchor was hove up to the surface and her engines started ahead. Every officer and man, from Admiral to messenger boy, who could be spared from his station below was on deck, the marine guard, under Major Berryman, was drawn up aft, and the band was paraded where it could do the most good.

As the ship glided gracefully in and out among the other men-of-war present she was greeted with three times three and a tiger. This was followed by a salute of seventeen guns for the Admiral, a most unusual testimonial of respect and esteem from his brother officers, and finally, amid the playing of bands and the presenting of arms, bunting was run up to wish him godspeed and a pleasant journey home.

Foreigners cheered and cheered again, and everybody seemed fully impressed with the idea that adieus were being said and good wishes sent to the greatest living naval hero of the day.

You must not expect the Olympia will make the speed of an ocean greyhound throughout the entire eleven thousand miles of her journey, for such will by no means be the case. She has now gone to Hongkong for cleaning and painting, and after coaling she will start for Suez.

It is the present intention of Admiral Dewey to touch at Alexandria to allow men and officers to visit Cairo and the pyramids; to go to the Piraeus, where the Admiral has warm personal friends in the King and Queen of Greece, to make a visit to Naples, and perhaps to touch at Villefranche to test the claws of Monte Carlo's tiger. Algiers, Gibraltar, and possibly another port or two are among the possibilities.

So September and perhaps a day or two in October may be passed before anchor is dropped off Tompkinsville and the glorious and eventful cruise is brought to an end.

The last order issued to the vessels of his command was sent forth the day the Admiral left Manila, and it places the fleet in Capt. Barker's hands. The latter's first order on assuming command is also given:

These orders follow:

ASIATIC STATION.

U. S. Flagship Olympia,
Manila, P. I., May 20, 1899.

Squadron General Order, No. 19.—By direction of the Hon. Secretary of the Navy the command of the United States naval force on Asiatic Station is this day transferred to Capt. Albert S. Barker, United States Navy.

GEORGE DEWEY,
Admiral, United States Navy, commanding United States Naval Force on Asiatic Station.

ASIATIC STATION.

U. S. Flagship Oregon,
Manila, P. I., May 20, 1899.

Squadron General Order, No. 1.—1. By direction of the Hon. Secretary of the Navy I have this day assumed command of the United States naval force on the Asiatic Station. 2. All regulations, &c., of my predecessor, Admiral George Dewey, United States Navy, will continue in force until otherwise ordered. Personal Staff—Lieut. Edward W. Eberle, United States Navy, Flag Lieutenant; Ensign R. Z. Johnston, United States Navy, Flag Secretary. ALBERT S. BARKER,
Captain, United States Navy, commanding United States Naval Force on Asiatic Station.

TO WELCOME THE ADMIRAL.

United States Minister to Austria-Hungary at Trieste.

TRIESTE, July 18.—Mr. Addison C. Harris, United States Minister to Austria-Hungary, and Messrs. Charles V. Herdliska, Secretary of the American Legation, and Frank W. Mahin, Consul at Reichenberg, have arrived here to greet Admiral Dewey upon the Olympia's reaching this port.

THE DEWEY TESTIMONIAL.

Sub-Committee Named to Communicate with the Admiral.

A meeting of the Executive Committee of citizens appointed to further the Dewey testimonial and fund was called yesterday afternoon at the Astor House. Sixteen members attended.

Rear Admiral B. S. Osbon presided at the meeting and was elected permanent Chairman of the committee.

Abraham Gruber moved that a committee of three be appointed to communicate with the Admiral at the nearest port at which he can be reached and ascertain his sentiments in regard to the proposed testimonial.

"An impression has gotten abroad," said Mr. Gruber, "that Admiral Dewey in his modesty may refuse the honor which his fellow-countrymen are anxious to do him. There can, however, be no doubt that the fund that is being raised is in good taste. Gov. Roosevelt, who within the past few years has had as good an opportunity of knowing the Admiral as anybody in this country, has shown his interest in the movement by contributing largely to the fund."

Rear Admiral Osbon announced that Dewey could be reached now through the United States dispatch agent, B. F. Stevens, 4 Trafalgar Square, London.

"I think," said Mr. Osbon, "that if Dewey had any objection to the testimonial he would have made it known long ago. I have not heard of any objection."

The committee elected to communicate with the Admiral is as follows: Ex-Surrogate Rastus S. Ransom, Edward H. Hobbs, and Frank Tilford.

No action was taken concerning the proposed "mammoth presentation" of the melodrama "The White Squadron," by Robert Hilliard's company in aid of the fund.

Dewey Committee Must Call for Bids.

At the meeting of the Board of Aldermen yesterday a resolution to allow the Dewey Reception Committee to expend the one-hundred-and-fifty-thousand-dollar appropriation in sums of more than $1,000 without advertising for bids, as required by law, was defeated by a vote of 40 to 6.

SPANISH PRISONERS' FATE.

Count d'Almenas Blames America and His Own Government—Prisoners' Relatives Appeal to Silvela.

MADRID, July 18.—A scene occurred in the Senate to-day.

Several delegations of women having relatives among the prisoners in the hands of the Filipinos sought an audience with Señor Silvela, the Premier, who had them conducted to the galleries of the Senate, where Count d'Almenas drew a lamentable picture of the sufferings of the prisoners which caused frequent outbursts of sobbing from the women.

Count d'Almenas blamed the American authorities and the Spanish Government for the fate of these unhappy men.

Señor Silvela, in defending the Government, said that although the United States had at first placed obstacles in the way they were now endeavoring to assist in obtaining the liberation of the prisoners. For the sake of prudence, however, and in order not to hamper the negotiations now in progress, the Premier declined to say anything regarding the steps being taken to accomplish that end.

VOLUNTEER ARMY OFFICERS.

Another List of Appointments by the President—Recruits Enlisting at a Satisfactory Rate.

WASHINGTON, July 18.—The following additional appointments in the Volunteer Army have been made by the President:

MAJOR.

Evan M. Johnson, Jr., Captain Nineteenth Infantry.

CAPTAINS.

William Brook, Lieutenant Fourth Infantry.
Charles D. Comfort, Lieutenant Colonel Seventh Volunteer Infantry.
Edward J. Gibon, Major Sixth Massachusetts.
Alexander Greug, Jr., Captain Sixth Massachusetts.
Earl W. Tanner, Lieutenant Seventeenth Infantry.
Samuel W. Kennedy, Major First Ohio.
Willard D. Newbill, Second Lieutenant Seventh Artillery.
Philip H. Stern, Captain Fifth Volunteer Infantry.
Arthur G. Sharpley, First Lieutenant Third Kentucky.

FIRST LIEUTENANTS.

Hugh C. Preston, Captain Fourth Volunteer Infantry.
William O. Reed, First Lieutenant First Kentucky.
Kaolin L. Whitson, First Sergeant Fifth Maryland.
William A. Castle, Captain Seventh Ohio.
Frank Lowry, Seventh Ohio.
Albert P. Morrow, Corporal Sixth Cavalry.
George L. Wood, Second Lieutenant Second Ohio.

SECOND LIEUTENANTS.

Walter W. Clarke, private First Georgia.
Louis S. Chappelear, First Lieutenant Seventh California.
John C. Cassels, Sergeant Third Pennsylvania.
John Tipton Dunn, Eighth Infantry.
Samuel M. English, Lieutenant, Eighth California.
Francis J. Ellison, Two Hundred and Second New York.
Charles H. Errington, First Lieutenant, First Illinois.
George Lea Febiger, Captain, Ninth Volunteer Infantry.
Guilford S. Barber, One Hundred and Fifty-ninth Indiana.
William H. Lyons, Major, First West Virginia.
Cleveland Coxe, Lansing.
Hugh Neill, First Lieutenant and Quartermaster, Second Arkansas.
George C. Shaw, District of Columbia Volunteers.
John J. Shaw, Ordnance Sergeant.
Albert Howard Stevens, First District of Columbia.
W. G. Tremaine, First Sergeant, Fifth Artillery.
Frank L. Case, First Lieutenant, Sixth Volunteer Infantry.
A. E. Deitsch, non-commissioned officer, Tenth Ohio.
Harry D. Mitchell, Lieutenant, Second Ohio.
Donald G. McClelland, non-commissioned officer, Seventy-first New York.
Arthur N. Pickel, Corporal, Third Tennessee.
Francis W. Ralston, Jr., First Sergeant, Battery A, Pennsylvania Volunteers.
David A. Snyder, First Sergeant, Tenth Ohio.

Col. Ward, chief of the recruiting division of the Adjutant General's office, has prepared a statement showing that since recruiting began, July 10, for the Philippine volunteer service the total enlistment to date has been 2,268 men, of whom 504 were recruited yesterday. The statement does not include to-day's recruiting. The enlistments by regiments are as follows: Twenty-sixth, 345; Twenty-seventh, 490; Twenty-eighth, 338; Twenty-ninth, 78; Thirtieth, 291; Thirty-first, 468; Thirty-second, 220; Thirty-third, 57; Thirty-fourth, 97; Thirty-fifth, 24

Gen. Corbin and other officials of the War Department say they are very much gratified at the progress made, especially when it is considered that the work already performed was done at the regular army recruiting stations and before the special volunteer stations had been put into active operation. Gen. Corbin says that the number of volunteers already obtained satisfies him that the ten volunteer regiments will be completely organized by Aug. 15.

KIDNAPPED BOY A SOLDIER.

Edward Austin Now in the Philippines Learns His Identity.

FREMONT, Neb., July 18.—Word has been received here that Edward Austin, a former resident of this county, now a member of the Sixth Artillery in the Philippines, was Edward F. Sullivan, son of a prominent Trinidad (Col.) citizen, and that he had been kidnapped when a three-year-old baby, probably by a Mrs. Ostenberg and her husband, who came to this county about 1878 from Colorado, bringing with them this boy, supposed to be their son.

In 1891 Ostenberg and his

RACES AT BRIGHTON BEACH

The Public Meets with Much Success in Picking Winners.

ETHELBERT'S PECONIC STAKES

The Belmont Colt Beats Martimas Handily—Imp, the Suburban Winner, Flatters Her Backers.

Light fields, no matter what the class of the horses engaged, are generally not conducive to enthusiasm with a racing crowd, but occasionally there is a two or three horse race that arouses the interest of the spectators, and the fourth race at Brighton Beach yesterday, the Peconic Stakes, was such a one.

In the morning there were only two candidates named for the mile and a furlong journey—Ethelbert, the Realization winner of this year, and Martimas, one of the best two-year-olds of last season. There was $200 third money offered, and at the last moment, Ellerdale, although evidently unable to class with the two named, was added to run.

As to the race itself, there was little in the speculation to choose between Ethelbert and Martimas, although the Belmont colt ruled favorite. Martimas, however, had a strong support, and at post time was as well played as the favorite.

From the start, almost, Ellerdale was distanced. Martimas went at once to the front and rated along at a good stiff pace about an open length in front of Ethelbert. The latter measured him stride for stride at that distance behind, but was apparently able at any time to cut down the Canadian horse's lead. All the way for seven furlongs Martimas was indulged, and then as they swung into the stretch the Belmont colt went up to the Canadian as a stake horse does to one of lower class. Taral plied the whip vigorously on Martimas, but to no avail. The horse realized that he was beaten, and before the last sixteenth pole was reached Taral, too, realized it. Spencer, on the favorite, saw Martimas cut it, and he eased up his mount and won by three lengths. Ellerdale trailed in an eighth of a mile behind.

Another race in which there was some approach to class was the third, a handicap at a mile, for which Imp, the winner of the Suburban and the Brighton Handicaps, was made favorite. The fleet Western mare won, but by none too far, for after she had won all the way, Charentus raced up to her and got to her saddle-girths half way down the stretch. Clay, on the mare, put up his best effort at finishing, and barely got her home a winner by half a length.

It was a great day at the track for favorites. Waring and Andronicus, favorites, respectively, in the first and second races, got away with easy victories. Ethelbert and Imp were also favorites, and Frandoo, the winner of the fifth race, although not favorite, was heavily played at the generous price of 10 to 1.

The last race of the day, at seven furlongs, was won by Theory, after a long delay at the post had tired most of the field.

The Summaries.

FIRST RACE.—For two-year-olds, weights 10 pounds below the scale. Purse, $500, added to a subscription of $10 each, of which $75 to the second and $25 to third. Five furlongs. Time—1:01 4-5.

1—Waring, J. E. Madden's br. c., by imp. Maset-to-The Sweeper, 119 pounds, 7 to 5 and 1 to 2.....(Odom)
2—Prestidigitator, G. E. Smith's b. c., 119, 13 to 5 and 4 to 5.....(N. Turner)
3—Matchim, Bromley & Co.'s b. c., 102, 12 to 1..... (O'Connor)

Yellow Tail, 112, 8 to 1, (Roache;) Decimal, 99, 200 to 1, (J. Slack;) Native, 102, 80 to 1, (Brown;) Jamaica, 99, 100 to 1, (Settey;) Prince Richard, 102, 50 to 1, (Richards;) Reynolds, 102, 100 to 1, (Wilson,) and Ceylon, 99, 6 to 1, (McCue,) also ran and finished as named.

Won ridden out by a length; three lengths between second and third.

SECOND RACE.—For maiden two-year-olds; selling; to carry 105 pounds. Purse $600, added to a subscription of $10 each, of which $100 to the second and $50 to third. One mile. Time—1:42 3-5.

1—Andronicus, Bromley & Co.'s br. c., by Strathmore-Ovation, $500, 105 pounds, 4 to 5 and out.....(O'Connor)
2—Klondyke, E. P. Sutton & Co.'s b. f., 100, 15 to 1 and 5 to 1.....(Odom)
3—Klondyke Queen, D. S. Quinton's ch. f., 95, 15 to 1.....(R. Lewis)

Dan Cupid, 106, 16 to 5, (Spencer;) Emigre, 97, 12 to 1, (Phelan;) Pins, 100, 12 to 1, (Wilson;) James Tod, 105, 100 to 1, (Gisbourne,) and John B. Doerr, Jr., 105, 100 to 1, (Mitchell,) also ran and finished as named.

Won easily by three lengths; a length between second and third.

THIRD RACE.—Handicap, for three-year-olds and upward. Purse $650, added to a subscription of $10 each, only $5 if declared, of which $100 to the second and $50 to third. One mile. Time—1:41 2-5.

1—Imp, Harris & Brossman's blk. m., 5 years, by imp. Wagner-Foundling, 126 pounds, even and 2 to 5.....(P. Clay)
2—Charentus, O. E. Richards's b. g., 5, 106, 4 to 1 and 7 to 10, coupled with Royster-er.....(Clawson)
3—Cambrian, W. H. Laudeman's ch. c., 3, 105, 6 to 5.....(Odom)
4—Royster-er, O. E. Richards's br. c., 3, 98, 4 to 1; coupled with Charentus.....(Mitchell)

Won in a hard drive by half a length; five lengths between second and third.

FOURTH RACE.—The Peconic Stakes, for three-year-olds. Purse, $1,500, added to a subscription of $55 each, $10 forfeit, of which $300 to the second and $200 to third. One mile and a furlong. Time—1:55.

1—Ethelbert, Perry Belmont's b. c., by imp. Eothen-imp. Moore, 126 pounds, 7 to 10 and out.....(Spencer)
2—Martimas, W. Hendrie's ch. c., by imp. Candlemas-Biggonet, 123, 6 to 5 and out..(Taral)
3—Ellerdale, E. W. Heffner's b. c., by Knight of Ellerslie-Banana, 111, 300 to 1.....(Keenan)

Won in a gallop by five lengths; a hundred lengths between second and third.

FIFTH RACE.—For maiden two-year-olds. Purse, $500, added to a subscription of $10 each, of which $75 to the second and $25 to third. Weights 10 pounds below the scale. Five furlongs. Time—1:02.

1—Frandoo, P. Davidson's blk. c., by Hindoo-Francoma, 107 pounds, 7 to 1 and 5 to 2.....(Mitchell)
2—Gonfalon, Perry Belmont's ch. c., 107, 4 to 1 and 8 to 5.....(Spencer)
3—Sakhalin, C. Reichmann's Sons' ch. c., 107, 8 to 1.....(Wilson)

John Fritz, 107, 7 to 2, (Odom;) Brooch, 104, 25 to 1, (Clawson;) Wig, 112, 4 to 1, (O'Leary;) Psalm Singer, 104, 100 to 1, (H. Evans;) Battle Royal, 112, 10 to 1, (Taral;) Urchin, 107, 20 to 1, (Mason;) Federalist, 107, 150 to 1, (Gashen;) Kindred, 107, 20 to 1, (N. Turner;) Kipling, 107, 20 to 1, (R. Lewis;) Lady Ruth, 108, 100 to 1, (Kane;) Ovalion, 107, 300 to 1, (Moure,) and Optician, 107, 100 to 1, (Phelan,) also ran and finished as named.

Won ridden out by two lengths; a neck between second and third.

SIXTH RACE.—For three-year-olds and upwards; selling. Purse $600, added to a subscription of $10 each, of which $100 to the second and $50 to third. Seven furlongs. Time—1:28 4-5.

1—Theory, E. L. Graves's b. f., 3 years, by imp. Esher-Morning Glory, $1,400, 100 pounds, 4 to 1 and 8 to 5.....(Odom)
2—Dan Rice, Hayman & Frank's ch. c., 4, 108, 7 to 1 and 5 to 2.....(Spencer)
3—Tinge, James Adams's b. h., aged, 108, 5 to 2.....(N. Turner)

Doctor Parker, 3, 107, 12 to 1, (O'Leary;) Lenep, 4, 98, 12 to 1, (Mitchell;) Continental, aged, 112, 7 to 2, (Clawson,) and The Burlington Route, 3, 114, 20 to 1, (Taral,) also ran and finished as named.

Won in a hard drive by a neck; two lengths between second and third.

The Card for To-day.

FIRST RACE.—For three-year-olds and upward, non-winners of more than one race in 1899; selling. Five furlongs.

Pounds.		Pounds.
Trianon	104	Prince of Wales	95
The Dauphin	104	Family	94
Mail Bag	101	Meddlesome	94
Anne Belle	101	Athy	96
Decide	98	Orthos	89
Dalion	98	Lady Harriet	89
Uncle Louis	98	Florence Clarke	89
Delgrave	98	Waterhouse	86
Big Indian	95		

Also eligible to start should any of the above scratch:

Hampden	101	Savory	89
Caoutchoucine	89	Peace	84
Incandescent	89		

SECOND RACE.—For two-year-olds that have run and not won since June 15; selling. Five furlongs.

Vohicer	115	Kitchener	109
Dunblane	112	Belle of Orleans	109
Alex	112	Prelinghuysen	109
Mollie Newman	109		

THIRD RACE.—Handicap for three-year-olds and upward. One mile and a quarter.

Bangle	96	Goodrich	107
Knight of the Garter	113	George Boyd	102
Merry Prince	102	Laverock	98
Decanter	112	Twinkler	97

FOURTH RACE.—For three-year-olds, non-winners since May 25; allowances. One mile.

Formero	126	Dan Cupid	121
Onomastus	121	Dr. Parker	121
Sir Hubert	121	Lady Lindsey	116

FIFTH RACE.—For three-year-olds and upward; selling; weights 10 pounds above the scale. One mile and a sixteenth.

Maurice	109	Toddie Ladle	101
Blueaway	108	Greyfeld	101
Handsel	108	Leando	95
Lansdale	105	Tyrshena	91
Marita	104	Diminutive	86
Flax Spinner	103		

SIXTH RACE.—Selling steeplechase for four-year-olds and upward. Short course, about two miles.

Dareall	159	Nestor	146
Becky Rolfe	147	Peconic	146
Fair Rebel	147	Sir Play	146
Article	146	Duoro	136
Riches	146		

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All Around Curative Lotion for Sunburn, Chafing, Mosquito Bites, Prickly Heat, Inflammation and All Pain is

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Price 50c. per Jar. Trial size, 25c.
All Druggists.

HARNESS RACING AT DETROIT.

Chamber of Commerce Pacing Stake of $5,000 Won by Shade On.

DETROIT, July 18.—Shade On, a five-year-old bay horse from Nebraska, won first money to-day in the Chamber of Commerce Pacing Stake of $5,000. He did not equal his record of 2:10, made last week at Peoria, but he showed good staying qualities through four exciting heats. Coney, the well-backed favorite, kept near the front all through the race except in the second heat, when he went up in the air badly when passed by Shade On, after he had led the field easily for three-quarters of a mile.

Coney was a very easy winner of the first heat, and but for Shade On's spurt and the former's nervousness the second would have been a similar procession. Maud Emperor made a strong play for the third heat, but she broke in the home stretch during a rush by Shade On, Carmelite, and Coney, who finished it in that order. Shade On was whipped all the way down the stretch in the last heat. Coney had led nearly all the mile, but Shade On got under the wire barely a neck ahead of the California gelding.

The day was fine and the Grosse Point track in good condition for the first time after a succession of rainy days. The summaries:

2:09 Class.—Pacing; purse, $1,200.

William Mc., blk. g., by Alcymont, (Green).	1	1
Nicoll B., b. h., (McLaughlin)	2	2
Kitty R., b. m., (Marvel)	9	3
Hallena Duplex, b. m., (Demarest)	3	10
Little Thorn, b. g., (McHenry)	4	4
Neeta W., b. m., (Benedict)	5	7
Charles Sumner, b. h., (Rogers)	8	5
Eyelet, g. h., (B. Kenney)	7	6
Nellie Bruce, b. m., (O'Neill)	6	8
Red Hat, b. h., (Curtis)	10	9
Argetta, ch. m., (Berry)	11	11
Exploit, g. h., (McCarthy)	Dis.	

Time—2:07¼; 2:07¾.

2:17 Class.—Trotting; purse, $1,200.

Hazel Ridge, ch. h., by Sphinx, (Gauntlet)	1	2
Derby Lass, blk. m., (H. Sanders)	11	1
Precision, ch. m., (Lockwood)	3	7
Pilot Evans, b. g., (Hart)	4	3
Excel, b. g., (Demarest)	4	3
Bergenia, b. m., (Kirby)	6	5
Josephine Dixon, b. m., (Chandler)	10	6
Lanark, blk. h., (Cornell)	5	8
Temple Wilkes, b. g., (Galvin)	8	9
Grand Baron, b. h., (Marbold)	9	10
Rainforth, ch. g., (Laird)	7	11
Bell M., ch. m., (Hudson)	12	12
Lillian, blk. m., (Andrews)	12	dr.

Time—2:11¼; 2:14; 2:15¾.

2:24 Class, pacing; Chamber of Commerce Stake, $5,000.

Shade On, b. h., by Shakeland Onward, dam Bell Kay, (Kay)	3	1	1
Coney, blk. g., (McHenry)	1	11	3
Carmelita, b. m., (Mahoney)	7	2	2
Fire Gilt, ch. g., (O'Neill)	2	6	10
Annie Thornton, b. m., (Wilson)	4	3	6
Wandering Jew, b. g., (McDowell)	11	5	5
Mount Clemens Boy, b. g., (Matthews)	8	4	8
Mace, ch. g., (Shockency)	5	10	9
Hipless, b. g., (Shockency)	9	9	7
Arline B., ch. m., (Johnson)	10	7	11
Maud Emperor, ch. m., (Price)	6	8	4
The Private, b. g., (Benedict)	Dis.		

Time—2:09; 2:13¼; 2:11½; 2:13½.

2:14 Class.—Trotting; purse $2,000.

Surpol, gr. h., by Electricity, (Curry)	1	1	1
Altoka, r. h., (Brown)	2	2	2
Ellert, g., (Van Boken)	9	2	3
Charley Herr, b. h., (Cahill)	3	4	7
Chanty, ch. g., (Demarest)	4	7	10
Dr. Spellman, b. g., (McAvoy)	10	8	4
Medium Wood, b. g., (Hudson)	6	6	5
Major Chew, b. g., (Wilson)	5	12	9
Cutting, blk. h., (McQuilty)	11	5	12
Coralloid, blk. g., (Macey)	12	10	6
Bonnatella, b. m., (Ames)	7	11	8
St. George, b. g., (Anderson)	8	9	11

Time—2:12½; 2:10; 2:10.

JOCKEY SLOAN SUSPENDED.

Reiff Takes His Place and Rides Two Winners—Sloan Coming Home.

LONDON, July 18.—Owing to an exhibition of insubordination at the starting post in the race for the Warren Nursery at Sandown Park on Saturday last, Starter A. Coventry reported Jockeys "Tod" Sloan, Henry Robinson, and John Dalton to the Jockey Club meeting this morning. The club voted to suspend Sloan and Robinson from July 18 to Aug. 5, inclusive, and Dalton till July 29. This bars Sloan and Robinson from riding Grodno and Merman, respectively, in the race for the Liverpool Cup, for which the horses named are first and second favorites.

At the first day of the Leicester Summer meeting to-day L. Reiff, the American jockey, riding Lord William Beresford's horses in place of Sloan, won the Wingston Maiden Two-Year-Old Plate on Perdicus.

In the Belgrave Handicap, Meia II., ridden by Reiff, captured third place.

Lord William Beresford's three-year-old bay gelding Manatee, with Reiff in the saddle, won the Regulation Plate.

Sloan, it is announced, will sail for the United States by the steamer New York on Saturday next, having decided to take advantage of his suspension to visit America. He will return to England for the Autumn handicaps.

STATE TENNIS TOURNAMENT.

Twenty-two Experts Entered in the Contest at Syracuse.

Special to The New York Times.

SYRACUSE, July 18.—With a strong entry list of twenty-two experts, including Fischer Paret, Little, and Grant of New York, the State championship lawn tennis tournament opened here this afternoon at the Sedgewick Farm Tennis Club. A wonderful amount of interest is shown in the matches by the local enthusiasts, and a large crowd turned out to-day to see the first contests in the championship event. There will also be handicap singles and scratch doubles, the latter being slated to begin to-morrow.

In the scratch event the favorites are Fischer, Paret, Little, and Jenney, the former Princeton expert. The winner will have the right to challenge Champion Whitman for his cup. The latter is expected here at the end of the week to defend his claim to the trophy. The day's scores follow:

Championship Singles.—Preliminary Round—Howard Lewis beat Philander Norton, 5—7, 6—0, 6—2. George Wagner beat Dana Hyde, 6—0, 1—6, 6—0. E. P. Fischer beat W. F. Cooper, 6—1, 6—1. Parke Wright beat Huntington Lewis, 6—4, 6—3. A. D. Jenney beat L. J. Frank, 6—1, 6—2. A. C. Master beat Harry Burdick, 6—4, 8—6.

First Round—W. C. Grant beat W. W. Magee, 6—3, 7—5. R. D. Little beat E. F. Torrey, 6—1, 3—6, 6—2. J. P. Paret beat F. T. Winans by default.

Handicap Singles.—First Round—J. P. Paret, (owe half forty,) beat Dana Hyde, (fifteen,) 5—7, 6—3, 6—4.

NEEL WINS IN CHICAGO.

Will Meet Collins for the Tennis Championship To-day.

CHICAGO, July 18.—Carr Neel defeated Allen of Yale in the finals in singles in the Western Tennis Tournament to-day, and will to-morrow meet Kreigh Collins for the championship. Neel is looked upon as an almost sure winner in the games with Collins, as the latter has not this year been putting up any such game as Neel has played throughout the tournament.

The game between Neel and Allen to-day was long and hard fought, some of the sets running up to 12 and 14 before a winner was shown. Allen played with desperation, but Neel put up the same steady, careful game that has carried him to victory so many times, and Allen, although he made a good showing at all times, did not look like a winner at any time.

The score, finals in singles, the winner to meet Collins for the championship:

Neel beat Allen, 6—4, 6—4, 2—6, 6—3.

ON THE BASEBALL FIELD

New Yorks Lose to Chicagos by a Narrow Margin at Polo Grounds.

CROWD BLAMES THE UMPIRE

Spectators See Clever Fielding, Batting, and Base Running—Brooklyns Lose to the Pittsburgs.

How the Clubs Stand.

Clubs.	Won.	Lost.	P. C.
Brooklyn	53	25	.679
Philadelphia	47	28	.627
Boston	48	29	.623
Chicago	44	30	.595
St. Louis	45	32	.584
Baltimore	43	32	.573
Cincinnati	37	38	.493
Pittsburg	36	40	.474
New York	33	43	.434
Louisville	31	44	.413
Washington	26	52	.333
Cleveland	14	64	.179

Results of League Games Yesterday.

Chicago, 7; New York, 6.
Pittsburg, 8; Brooklyn, 2.
St. Louis, 9; Boston, 3.
Louisville, 8; Philadelphia, 4.
Cincinnati, 7; Baltimore, 5.
Cleveland, 5; Washington, 4, (first game.)
Washington, 11; Cleveland, 4, (second game.)

Games To-day.

Chicago in New York.
Pittsburg in Brooklyn.
St. Louis in Boston.
Louisville in Philadelphia.
Cincinnati in Baltimore.
Cleveland in Washington.

The New Yorks lost the first game of the series with the Chicagos at the Polo grounds yesterday, but it was anything but an easy victory. The game throughout was interesting. There was good fielding and batting and clever base running.

The locals made a bold bid for the honors in the last inning, after tieing the score in the eighth, but it all ended when Wolverton grabbed Davis's liner that looked like a base hit.

The crowd thought that the game was lost through the poor work of Umpire McGarr, who rendered base decisions. One of his decisions in the eighth inning was bad, and to it can be attributed the loss of one run. But this was hardly the cause of the home team's defeat. Meekin, while he pitched splendidly at times, really lost his own game, so to speak, while Doyle by a bad throw in the ninth aided the Chicagos to what proved to be the winning run. Meekin was wholly responsible for the four runs scored by the visitors in the fourth inning.

Griffith's pitching was puzzling after the first inning, and up to the sixth. In the latter inning he began to lose his cunning, and the locals found little trouble in hitting the ball safely. Meekin, on the other hand, improved as the game progressed. In fielding the locals did well, and gave a fine exhibition of base running. Doyle and Davis carrying off these honors. Van Haltren was in a batting humor yesterday, so was O'Brien. Between them they made seven of the twelve hits Van Haltren getting four. Mertes and De Mont did the best fielding for the Chicagos. Lange carried off the batting honors.

The Chicagos' two runs in the first inning resulted from Ryan's two-bagger, Green's sacrifice, and Lange's single. The New Yorks scored two runs in their half of the first on hits by Van Haltren and Davis and Ryan's muff of Grady's fly to left. Five hits, all singles, a base on balls, and a sacrifice gave the Chicagos four runs in the third, while three hits, aided by a wild throw, gave them another in the fifth. The locals' sixth hits by Van Haltren, Grady, Davis, and O'Brien, and Grady's steal, brought in two runs and made the score 6 to 4. The locals kept at Griffith in the eighth, and tied the score. Davis was easily retired, and then Doyle got a base on balls. Grady reached third on O'Brien's hit, and the latter made second on the attempt to stop Doyle. Then followed the play in which Umpire McGarr figured. Tiernan hit to Lange, and both sprinted for first base. It looked as though Tiernan won, but McGarr decided otherwise. Doyle scored in the meantime, and O'Brien reached third. Gleason followed with a hit, scoring O'Brien. Had Tiernan been declared safe, he would have been at second when Gleason made his hit, and could have scored with O'Brien. Gleason was caught napping at first, ending the inning. The winning run in the ninth was made as follows: Griffith struck out. Ryan got a base on balls and reached third on a hit by Green, the latter going to second on the throw. Lange hit to Davis, forcing Ryan at the plate. Lange started for second, and Warner's throw to Davis caught him between the bases. Green made a dash for the plate, but Doyle's throw was bad, and the run was scored. The score:

NEW YORK.	R	1B	PO	A	E
V. Halt., cf.	2	4	2	0	0
Grady, 3b.	2	1	0	3	0
Davis, ss.	0	2	2	3	1
Doyle, lb.	1	0	12	0	1
O'Brien, lf.	1	3	2	0	0
Tiernan, rf.	0	0	1	0	0
Gleason, 2b.	0	1	3	2	0
Warner, c.	0	1	4	2	0
Meekin, p.	0	1	1	4	0
Total	6	12	27	22	2

CHICAGO.	R	1B	PO	A	E
Ryan, lf.	2	2	3	0	1
Green, rf.	2	2	1	0	0
Lange, 1b.	1	3	11	1	0
W'verton, 3b.	1	1	3	0	0
Mertes, cf.	0	2	2	0	0
M'Cormk 2b.	0	1	2	4	0
Demont, ss.	0	0	1	6	0
Donahue, c.	0	0	4	2	0
Griffith, p.	1	1	0	2	0
Total	7	12	27	15	1

New York	2	0	0	0	0	2	0	2	0	6
Chicago	1	0	4	0	1	0	0	0	1	7

First base by errors—New York, 1. Left on bases—New York, 6; Chicago, 6. Base on balls—Off Meekin, 4; off Griffith, 2. Struck out—By Meekin, 2; by Griffith, 3. Two-base hits—Ryan, Wolverton. Sacrifice hits—Green, McCormick. Stolen bases—Grady, 2; Lange, 3; Van Haltren, 2. Double plays—Davis and Doyle; Donahue, Lange, and Wolverton. Umpires—Messrs. O'Day and McGarr.

PITTSBURGS OUTPLAY BROOKLYNS.

The Visitors Make a Show of the Leaders at Washington Park.

The Pittsburgs signalized their first appearance of the season at Washington Park yesterday afternoon by outplaying the Brooklyns easily. Chesbro, the Pittsburgs' new pitcher, fooled the home team. McJames pitched a fairly good game, but his fine work was offset by the bad fielding of the home nine. The Brooklyns were kept busy in the field, and made a record for total assists in a game, having twenty-five. The score:

PITTSBURG.	R	1B	PO	A	E
Beaum't, cf.	1	3	1	0	0
McCarthy, lf.	1	2	7	0	0
Williams, 3b.	0	0	2	2	1
McCrry, rf.	0	1	1	0	0
Bower'n, c.	2	1	1	0	0
E'y, ss.	0	0	1	4	1
Clark, lb.	2	1	12	0	0
O'Brien, 2b.	2	2	1	4	0
Chesbro, p.	0	0	0	0	0
Total	8	10	*26	12	2

BROOKLYN.	R	1B	PO	A	E
Jones, cf.	0	1	0	0	0
Keeler, rf.	0	0	1	0	1
Kelley, lf.	0	0	1	0	0
Daly, 2b.	1	1	4	4	1
Ander'n, 1b.	1	1	13	3	2
Dahlen, ss.	0	1	2	4	2
Casey, 3b.	0	1	2	5	1
McGuire, c.	0	1	7	5	1
McJames, p.	0	0	0	3	0
†Dunn	0	0	0	0	0
Total	2	5	†27	25	7

*Daly hit by batted ball. †Batted for McJames in ninth inning.

Pittsburg	0	0	1	2	2	3	0	0	0	8
Brooklyn	0	0	0	2	0	0	0	0	0	2

Two-base hits—Clark, Anderson, Jones. First base by errors—Pittsburg, 5; Brooklyn, 2. Left on bases—Pittsburg, 4; Brooklyn, 7. Struck out—By McJames, 2; by Chesbro, 1. Sacrifice hit—Bowerman. Stolen bases—McCreery, Bowerman, O'Brien. Base on balls—Off McJames, 3; off Chesbro, 1. Double plays—Dahlen, Anderson, and Daly. Wild pitches—McJames, 2. Passed ball—Bowerman. Umpires—Messrs. Swartwood and Hunt.

Players in a Row in Baltimore.

BALTIMORE, July 18.—Corcoran assaulted McGraw in the ninth inning at Union Park to-day, and a free-for-all fight resulted. Spectators crowded upon the field, and a riot would have resulted but for prompt action by the police. Both players were fined and retired from the game. An unlucky bound in the seventh inning gave Cincinnati two runs and the game. Neither Hill nor Breitenstein was very effective, and both were rather wild. Score:

Baltimore	2	1	0	0	1	0	0	0	1	5
Cincinnati	1	0	0	1	0	0	3	0	2	7

Base hits—Baltimore, 10; Cincinnati, 12. Errors—Baltimore, 2; Cincinnati, 1. Batteries—Baltimore, Hill and Robinson; Cincinnati, Breitenstein and Wood. Umpires—Messrs. Lynch and Connolly.

Two Games in Washington.

WASHINGTON, July 18.—Washington and Cleveland broke even to-day. In the first game the Washingtons gained a lead, but the visitors won out by a batting rally in the seventh inning. The second game went to Washington mainly because of Cleveland's errors. Scores:

FIRST GAME.

Washington	2	0	0	0	1	1	0	0	0	4
Cleveland	0	0	0	0	0	0	1	4	0	5

Base hits—Washington, 6; Cleveland, 11. Errors—Washington, 2, Cleveland, 2. Batteries—Washington, Dineen and Kittridge; Cleveland, Knepper and Shrecongost.

SECOND GAME.

Washington	2	3	0	0	5	0	0	1	0	11
Cleveland	0	0	0	0	0	0	1	0	3	4

Base hits—Washington, 8; Cleveland, 10. Errors—Washington, 4; Cleveland, 4. Batteries—Washington, Mercer and Duncan; Cleveland, Fates and Shrecongost. Umpires—Messrs. Gaffney and Latham.

Louisville, 8; Philadelphia, 4.

PHILADELPHIA, July 18.—The Philadelphias' winning streak was broken to-day by Louisville, who defeated the team without much effort. The home team could do nothing with the visitors' pitchers, while the Louisvilles touched up Frazer when hits meant runs. Score:

Louisville	2	2	0	0	0	1	2	0	1	8
Philadelphia	1	0	2	0	0	0	1	0	0	4

Base hits—Louisville, 11; Philadelphia, 4. Errors—Louisville, 3. Batteries—Louisville, Cunningham, Wood, and Zimmer; Philadelphia, Frazer and McFarland. Umpires—Messrs. Manassau and Smith.

St. Louis, 9; Boston, 3.

BOSTON, July 18.—St. Louis had little difficulty in winning to-day through the poor support the home team gave Pitcher Killen. The visitors played a fast, sure game from the start, and batted Killen's pitching at opportune times. Score:

St. Louis	1	0	0	3	0	0	3	0	2	9
Boston	2	0	0	0	0	0	0	1	0	3

Base hits—St. Louis, 11; Boston, 8. Errors—St. Louis, 2; Boston, 3. Batteries—St. Louis, Power, and Criger; Boston, Killen and Clarke. Umpires—Messrs. Emslie and McDonald.

Tribune Nine Defeats The Sun.

The Tribune nine won its first game in the Morning Newspaper Baseball League series at Prospect Park yesterday, defeating The Sun team by the following score:

Tribune	4	1	0	0	4	1	3	1	1	42
Sun	1	2	0	0	0	0	0	0	0	3

LARCHMONT'S LADIES' DAY.

Elaborate Fireworks End the Yacht Club's Programme—Many Races Between Launches.

Ladies' Day of the Larchmont Yacht Club was so successful that it excited the enthusiasm of the oldest timer. Fully a hundred pleasure craft rode at anchor, dressed in all their bunting, yesterday morning. There were 20,000 Japanese lanterns hung among the trees. These preparations for the night illumination were not confined to the grounds, but extended around on Brokaw Point, while all of the yachts and numerous floats participated in the pyrotechnical display. Music was supplied for the day time by the Seventh Regiment Band, and in the evening by an orchestra. The events of the day on the water were races for naphtha and alco-vapor launches, a four-oared gig race for the Hen and Chicken colors, a two-oared gig race for the Dauntless colors, and a dinghy race for the Execution colors. There were the usual money prizes for the crews.

Before the events were finished, the aquatic sports had begun, and in these there were two swimming exhibitions, in which records were broken, and some fancy performances by experts and the usual amount of fun over the tub races and water baseball. The outcome of the boat races is shown in the following tables:

NAPHTHA LAUNCHES—21 FEET AND OVER.

Boat.	Length. Feet.	Start. H.M.S.	Finish. H.M.S.	Time. M.S.	Cor Elapsed rected Time. H.M.S.
Trochilus	22.06	1 55 28	2 33 03	37.55	36.04
Levanter	30.00	1 55 19	2 29 35	34.16	34.16
Sister	28.00	1 55 14	2 30 01	34.47	34.29
Sargamore	2,.18	1 55 31	2 32 10	36.24	36.24

Winner—Levanter, first prize, $12; Sister, second prize, $10, and Trochilus, third prize, $8.

Levanter won from Sister by 0:13, from Trochilus by 1:48, and from Sagamore by 2:08.

NAPHTHA LAUNCHES—21 FEET AND UNDER.

Allon	21.00	2 02 17	2 41 18	39 01	39 01
Atlantic	18.00	2 03 19	2 46 21	43 02	42 05
Latona	17.50	2 02 57	2 43 11	40 04	39 07
Crusader		2 02 44	2 45 08	42 24	41 27
Amorita		2 02 11	2 45 32	42 21	41 24

Winners—Allon, first prize; Latona, second prize; Amorita, third prize.

21-FOOT ALCO-VAPOR LAUNCHES.

Colonia	21.60	2 02 29	2 40 00	37 31	37 31
Katrina	18.50	2 03 27	2 48 07	44 40	43 33
Nydia	18.00	2 02 00	2 55 25	52 25	51 13

Winners—Colonia, first prize; Katrina, second prize.

FOUR-OARED GIGS.

	Start.	Finish.	Elapsed Time.
Colonia	2:59:30	3:23:27	23:57
Amorita	2:59:30	3:22:47	23:17
Lady Evelyn	2:59:30	3:22:04	22:34
Katrina	2:59:30	3:22:33	23:03

Lady Evelyn won.

PAIR-OARED GIGS.

Sagamore	3:26:20	3:43:58	17:38
Alsacienne	3:26:20	3:45:50	19:30
Crusader	3:26:20	3:42:51	16:31
Syce	3:26:20	3:43:36	17:16
Southern Cross	3:26:20	3:43:43	17:23

The Crusader won.

DINGHIES.

Lady Evelyn	3:45:20	3:58:23	13:03
Alsacienne	3:45:20	3:58:29	13:09
Trochilus	3:45:20	3:58:34	13:14
Amorita	3:45:20	3:57:50	12:30
Nymph	3:45:20	3:58:50	13:30

Amorita won.

In the aquatic sports there was first a 75-yard scratch swimming race for boys

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THE CENSORSHIP AT MANILA.

There is an engaging plausibility about the plaint of the newspaper correspondents at Manila. They aver that the censorship interferes with their business, which Gen. OTIS has the candor to admit. They proceed to charge (1) that the people of the United States have not received a correct impression about the situation in the Philippines, the official dispatches being far too optimistic; (2) that these dispatches have incorrectly represented the condition of the Filipino Army; (3) that they err in stating that the situation is well in hand, (4) and that the statements that the volunteers are willing to re-enlist are unfounded. They specify also among the suppressions of the censorship the reports of sickness and heat prostrations, failures of operations in the field, fair accounts of naval operations, and "complete reports of the situation."

They waited on Gen. OTIS with a statement of their grievances, and he denied them redress. Even Gen. GAGE, Britisher that he was, did not put on such a confounded disobliging countenance when the boys called to complain about their snow hills on Boston Common. In some States of this Union the statement of the correspondents' interview with Gen. OTIS will be read with hot indignation. They demanded the simple, God-given right of an American citizen to prepare and transmit "complete reports of the situation." He coldly refused. This is militarism rampant. This uniformed satrap is keeping things from us. He must have something to conceal. A General in the field who refuses to invite the newspaper correspondents to his tent every night to go over his plans with him, and who excludes them from his councils of war must be looked upon as a menace to our institutions.

Yet there are or have been Generals, KITCHENER, for one example, and SHERMAN, for another, who would have packed the correspondents out of Manila bag and baggage to Hongkong, with an emphatic warning that they would have been careful to heed. The type of mind that looks upon the statement of the correspondents as something that "will shock the country" is incapable of comprehending the difference between war and backgammon. The plain truth of the matter is that newspaper correspondents with an army engaged in actual war have no rights at all. They are barely tolerated. Nearly every military man charged with great responsibility looks upon them as a nuisance and source of danger. Every prudent General keeps a rigid hand on them. The pretense that there is anything unusual or improper in refusing the Manila correspondents permission to send "complete reports of the situation" proceeds either from great hardihood or great naïveté.

When a war is being waged "complete reports of the situation" are a day-to-day necessity for the Government or for those of its officers who are charged with the duty of directing the movements of the army in the field. The notion that the people also are entitled to full reports without evasion or suppressions is an outgrowth of the modern yellow journal spirit, which respects the privacy neither of citizens nor of Governments. Anti-imperialism, of course, eagerly seizes on the round-robin of the Manila correspondents because it helps the cause along. If this Government were a pure democracy, where the whole people met together and decided upon every act and policy, then, indeed, the censor would have to be censured for suppressing the dispatches of the correspondents. But in a reasonably well conducted representative Government sensible people are content to trust their appointed servants to carry on war and to wait for full reports of the situation until such time as the authorities judge that it would not be contrary to the public interest to give them out.

Nevertheless, the gentlemen of the press at Manila have probably done their country no ill service, as everybody knows they intended to do it none, in making public their grievances. They tell us no news when they say that the situation in Luzon is far from satisfactory. That impression has been growing and gaining ground for some time, and with it the impression that Gen. OTIS is not the man for the task that has been put upon him. The country does not need the information that comes to it privately through all sorts of channels to reach that conclusion. The little progress that has been made in dealing with the insurgent Filipinos during the five months since the war began points unmistakably to a lack of military and political capacity. To be sure, every criticism of Gen. OTIS must be tempered by a frank recognition of the fact that he has had too few troops. But there is a general conviction that either in open fighting or by secret negotiations AGUINALDO'S strength ought to have been sapped and his power to do mischief destroyed before midsummer. The commander at Manila ought to be a man of first-rate capacity not only for fighting, but for diplomacy. We fear Gen. OTIS falls something short of that high qualification. The Administration must be supposed to be better informed than the people, but it may with propriety take notice of the prevailing impressions about Gen. OTIS and the Luzon campaign. It is not a good campaign to prolong.

"GUESTS OF THE CITY."

A curious proposition is under favorable consideration by the committee having charge of the reception to Admiral DEWEY. It is that representatives from the leading magazines and newspapers of the country shall be invited to be the guests of the city at the time of the reception. It is not stated exactly what the status of a "guest" will be on that occasion, and the plans of the committee are not sufficiently developed to determine over how long a time the function of reception, with its ceremonies and festivities, will extend. But whether the time be long or short, and whether the entertainment of the "city's guests" be confined to incidental food and drink or embrace hotel accommodations, the plan is not one that will be accepted with enthusiasm by the press. Nor can it be carried far without bringing the city into disagreeable discredit.

If the occasion shall prove one of real interest, as doubtles it will, every newspaper or periodical of any consequence in the Union will gladly make all needed preparation to treat it as its importance deserves, without expense to New York. On the other hand, a drag net invitation to partaké of the hospitality of the city will not secure a moment's more attention from serious papers than would otherwise be given to the affair, while it may attract a very considerable number of "guests" by no means necessary to the dignity or succes of our little enterprise. The plan is one that may judiciously be revised out of existence.

STRIKES AND EMPLOYERS.

Judging the strike on the Brooklyn trolley lines by the statements given out by the committee of the Knights of Labor having charge of it, there appears no grievance serious enough to warrant such an extreme policy. All of the demands which the committee say have been presented to the company have either been actually complied with or compliance has been promised, except one demand for an advance in wages for a relatively small class of employés. The best proof that there is no grievance justifying a strike is that only a small part of the men have joined in it.

Nevertheless there is some evidence that the terms apparently granted to the men are so interpreted and executed by the company that the work is harder and longer and the pay less than the contract seems to call for. On this point the testimony of the officers of the company differs from that of the strikers' committee, and the testimony of employés themselves is conflicting. The argument between the men and the company is a somewhat intricate one and the chances for misunderstanding regarding it are considerable. A full day's work consists of a certain number of trips which, if made strictly in accordance with the schedule, can be made within the legal limit of ten hours. It is declared by some of the men that the requirement to report before pay begins, and to do certain preparatory work, together with the delay apt to occur and preventing schedule time, compels them often to be in actual service more than the nominal time. Obviously a contract of this nature is one as to which differences may very easily arise.

The service of the trolley lines is clearly a public one, carried on under a franchise granted by the city and giving very valuable privileges in the way of graded roadways along public streets. It cannot be regarded exactly as would be the business of a corporation organized for ordinary industrial purposes and operating wholly at its own expense. The railway service is one as to which greater publicity is required, and the methods of employment in it are justly subject to the judgment of the public. Undoubtedly this judgment would be impartial as between the company and the employés, if the public felt sure that it knew the real facts, and if the conduct of the employés was orderly. Neither of these conditions is fulfilled in the present instance, and it is unfortunate for both sides.

There has been a good deal of lawless conduct by the strikers or by those in sympathy with them which they could prevent if they wished. That this conduct has not been far worse, that nothing like the violence and rioting of the strike of 1895 has occurred, is due to the promptness, vigor, and thoroughness of the police. The disposition to violence, however, has been so manifest that the strikers have not received the sympathy from the public that might readily have been granted had they behaved as law-abiding citizens should. On the other hand, there has been a considerable sentiment among the people of Brooklyn that they are subjected to a great deal of inconvenience and interruption of business by a policy on the part of the company as to which they are not allowed clear information. The company has incurred some disapproval, possibly undeserved but certainly considerable, on this account. The situation is an annoying and unfortunate one, and seems unnecessary. There has been a tendency on the part of the company to treat their difficulties with their men as a matter substantially private, which is not a sound or wise view to take. A strike on a transportation system, involving the interests and rights of the general public, may in some circumstances be inevitable, but it is rarely so; and when it occurs, the public is not apt to accept it as inevitable unless it is fully acquainted with all the facts.

THE DEMOCRATIC COMMITTEEMEN.

It is the lawful function of the National Committee of a party to tune up the instrument, but not to strike any keynotes on the same. The present Democratic National Committee exhibits its rawness by the nature of the preparations it is making or permitting to be made for its meeting in Chicago to-morrow, which is to be an advance ratification of BRYAN'S nomination.

The meeting, according to usage, should be for business solely. It is competent for the committee to discuss the arrangements for the next National Convention, to determine the time and place for holding it, and to prepare lists showing the number of delegates to which each State and Territory is entitled, and to issue the call, although these matters have hitherto been decided in January of the convention year instead of a full twelve months before the assembling of the convention.

The present meeting of the Democratic Committee, however, appears to be for politics rather than for business. It is held in the interests of a candidate, not of the party, a thing unheard of in the history of the Democracy. BRYAN'S friends, ignoring precedent and trampling on usage, have resolved to give him an early start in the race. They have arranged for a public mass meeting at which the members of the National Committee are to be "welcomed" to Chicago by Populist and free-silver orators. There is an atmosphere of propaganda and intrigue about the affair that old political managers do not understand. It is a new work for the National Committee.

No one need be surprised, however. All the usages and laws of the Democratic organization were defied and set at naught with savage delight by the new men who came into control at Chicago in 1896. When they acquired the two-thirds mastery of the convention by a crime of violence against the regular and lawful delegates from Michigan they ran up the black flag. They have sailed the craft under it ever since.

"HORGAN AND SLATTERY."

The curiosity we expressed about Horgan and Slattery the other day is in the way to be assuaged. We have to admit, what we really did not know, that there is an actual incarnate HORGAN and an actual incarnate SLATTERY, and that they call themselves architects unless they call themselves artchitects. A correspondent of our own yesterday morning assuaged a good deal of our curiosity. And The Evening Post yesterday assuaged some more in giving a list of the judgments recorded against these hitherto, except to their creditors, so extensively unknown men. It is quite true, as has been suggested, that the artistic judgment of a bankrupt may be just as good as the artistic judgment of a solvent person. It may be true that the scientific judgment of a bankrupt may be just as good as the scientific judgment of a solvent person. But that both the artistic and the scientific judgment, in the first place upon the artistic question of interior finish, in the second place upon the scientific question of the proper construction of cells, should be invoked of two men who have in the first place no artistic standing among artists, in the second place of two men who have no scientific standing among scientists, and whose only public standing is that of men who do not pay their debts, that, when these men are invoked as the consulting experts of the City of New York upon architectural questions, is simply not tolerable.

A correspondent in another column calls attention to what he declares to be the fact that these people, whose existence seems to be beyond dispute, are not the worst malefactors and that they could not prevail except for the assistance of the leaders of their profession. We have nothing to do with that, except to remark that an explanation from Mr. GEORGE B. POST to his brother architects and his fellow-citizens seems to be very much in order. Neither have we anything to do with the sorrows of that architectural gentleman who, shortly after the incoming of the existing municipal administration, gave a dinner to it, which was at a most sumptuous expense "per plate," and which included every person whose name occurred to the host as that of one whose leg might be potentially pulled. "Instead of which," the convives, having eaten his dinner and drunk his wines, seem to have gone their way, straightway forgetting what manner of man he was, and to have nominated Horgan and Slattery in his stead.

We speak lightly, but the thing is serious. It should be especially serious for Tammany Hall. When people see architects of general reputation, Mr. WITHERS in the design of the Tombs, Mr. THOMAS in the design of the Hall of Records, overruled in their own business, in which each of them has a reputation, by men of no reputation, and the Municipal Government accepting the opinions of the men of no reputation as superior to those of the men of reputation, people will naturally ask why. And there is no producible answer. The impudence of this whole Horgan and Slattery business is really beyond anything we have experienced since the year 1871. We are really at a loss to know what the Mayor and the Board of Estimate can mean by it. It looks like a wanton defiance by the "boys" of everything that there is of decent and educated and humane in this municipality. It is quite true that these elements of the population can safely be played with and played upon and evaded. But when it comes to openly defying them we have to remind the defiers of the saying that "whom the gods wish to destroy die young."

QUIGG AND THE ARMY.

We have not for a long time encountered any statement upon public affairs more sickening than the announcement that ex-Congressman LEMUEL ELY QUIGG was in Washington to present to the President certain candidates for appointments in the newly ordered volunteer regiments as having the "indorsement" of the Republican "organization" of this county, of which he is the Chairman or equivalent official.

Now QUIGG, whatever else you may say about him, and we freely admit that there are things to be said about him, is a person of a certain degree of intelligence and of a certain amount of information. We do not believe he would deny this, and we are sure that he would himself admit that he was "a good Republican." This being his equipment and this his status, he cannot help knowing that there is a great number of things to be said against the Administration for the success and the succession of which he is presumably solicitous, as there are also a certain number of things to be said in its favor. And one of the things to be said in its favor, as is well known to QUIGG, is that it did not, or, more properly and justly speaking, the President did not, allow politics to enter at all into his officering of the new troops. We, this journal, were afraid he would, and offered him some counsel which we were delighted to find superfluous. The thing was really well done. No civil service board could have done better than the President, who made himself a military service board and did the right thing like a man. And then comes QUIGG, with a recommendation that the President should knock over the whole pail of milk and debauch the whole army and destroy the excellent standing which he has gained or regained by appointing officers to the new regiments because they have commended themselves to the favor of the Rpublican organization in this county. O tempora! O mores!! O QUIGG!!!

TOPICS OF THE TIMES.

—Though the existence of "kissing bugs" is more than questionable, the bites credited to them are real enough for every practical purpose, and therefore a trained observer's description of the mythical creature's indubitable work is of value and interest. Such a description is given in The Medical Record by Dr. F. A. BURRALL of this city. The doctor's patient was a "middle-aged gentleman," who, having been rash enough to go for a drive on Long Island, a region to which "kissing bugs" would naturally resort, felt a sudden pain in his arm, and at once concluded that the new-fangled insect had attacked him. He didn't see any insect, but of course that proved nothing, since nobody ever did see a "kissing bug." Next day, as the arm seemed to be in a rather bad way, the "middle-aged gentleman" went to Dr. BURRALL for help. "I found on examination," writes the doctor, "that near the capitulum ulnae was an elevation of about the diameter of a silver three-cent piece, resembling in shape a small nasturtium. On this were four distinct longitudinal vesicles, the longest about the eighth of an inch in length. The wrist and back of the hand were swollen, and flexion and extension of the fingers were accompanied with pain and stiffness. A diffused red, erysipelatoid eruption extended from the wound to the bend of the elbow, covering nearly half the circumference of the forearm at its upper part." We have some difficulty in reconciling the symptoms listed with the reference to a small nasturtium, but otherwise the story is easily comprehensible to anybody with a dictionary and the leisure to use it. At all events, it tells just what the new monster does to folks, and that in itself is no small service. The doctor also reveals how he cured the mystic bite. He painted the inflamed area with tincture of iodine, prescribed one-tenth-grain tablets of sulphide of calcium, one every two hours, and directed the application of carbolic acid ointment to the wound. This comparatively simple treatment proved speedily effective and within a few days the patient was ready to tempt the perils of Long Island again.

—As the Pope is a very old man, not in the best of health, it is not probable that he is laying definite plans for what he will do in 1901. A dispatch from Rome, however, says that he has resolved to conduct personally the religious ceremonies that are to mark the opening of the new century, and that a feature of them will be a consistory, at which certain prelates will be advanced to new dignities. This announcement can hardly be interpreted otherwise than as meaning that, in the Pope's opinion, the next century begins with 1900. Now, of course, that is a problem which involves no points of doctrine or dogma, and therefore the venerable head of the Catholic Church might be mistaken about it without throwing any light on his claims to infallibility, but still in so simple a matter no mistake should be made by anybody, and least of all by a man with a mind as keen and quick as that of LEO XIII. It is a fact beyond intelligent doubt or argument that the twentieth century begins with Jan. 1, 1901, and for any other view to receive sanction as high as his would be really too unfortunate.

—Lord ROSEBERY is advocating the appointment by the London County Council of an official historiographer, whose duty it shall be to prepare and preserve for public use photographs of all buildings, monuments, streets, and the like in which posterity can be expected to take an interest. The idea is an extremely good one, for modern cities change from day to day, and the march of improvement never stops for fear of trampling down the structures in which notable men have lived, or in or near which remarkable events have occurred. At just this time, when the old order is everywhere giving place to the new, complete changes of scene are almost as frequent in streets as in cities, and unless instant steps are taken to get accurate pictures of things as they are, the next generation will have but the vaguest idea of the scenes familiar to this one. Photography makes it easy to secure pictures at once cheap, durable, and in a way perfect, of the world as it is at any moment, and its possibilities should be utilized for the perpetuation of material for the historian as well as for the amusement or instruction of less altruistic members of society. Lord ROSEBERY, in illustrating the need of a historiographer, says that in his own day several Governments have been formed in Carlton Terrace, and three in Arlington Street, but already there are few Londoners who can tell just where these proceedings took place. He laments the uncertainties which surround foreigners, especially those from America and the colonies, when they come to London and cannot identify the sites of which they have read. History is making elsewhere than in the English capital, and Lord ROSEBERY'S suggestion is as pertinent in New York as it is there.

"HORGAN AND SLATTERY."

To the Editor of The New York Times:

Your editorial on Horgan & Slattery represents the feeling of all architects who are not "artchitects." Their virtual appointment as city architects is an insult to the whole architectural profession. But, so far, at least, as concerns the Tombs prison, you ought to bear in mind that the "artchitects" could not have had their way without the complicity of an architect. Mr. George B. Post, an architect of undoubted standing, was appointed by the Board of Estimate in Mayor Strong's time "to examine the plans" of Messrs. Withers & Dickson, the architects of the new city prison. The appointment was required by law, but it was rather absurd, because the professional standing of Mr. Withers as a practicing architect, except in the extent of his practice, is not inferior to that of Mr. Post; his standing as an architectural artist, to say the very least of it, is quite equal; his standing as a specialist and expert on prison building superior.

Mr. Post declined the appointment unless he should be assured a professional commission of 2½ per cent. on the cost of the building, and this was granted, improvidently or otherwise. All architects know that this is at least as much as the actual architect gets out of a 5 per cent. commission as his personal compensation, after expenses are deducted. But now observe! The first suggestion of the architect appointed to examine the plans was that the brickwork which the architects had specified should be changed to granite. Doubtless the architects themselves would have been glad to make this change, as an improvement upon the score of appearance, if they had not been under instructions to save the public money. The fact is that the change was made in deference to the consulting, or more properly the examining, architect's refusal to approve the plans without it, that the cost of the change was at least $75,000, and that the examining architect's commission of 2½ per cent. was increased by the change to the amount of $1,875.

Here is another point before I come to the real points. The designing architects had designed, as the main entrance to the prison on Centre Street, a deep, strong, simple arch, such as they supposed to be proper to the entrance of a prison, which they imagined should be grim and forbidding. The examining architect refused to approve this without the addition of $40,000 for "sculpture." What for? To make the entrance to a prison more attractive, or to interest the connoisseur of Centre Street? No matter which. What we certainly know is that 2½ per cent. on $40,000 is an even $1,000, which, added to $1,875, is $2,875 for insisting on additional expenses.

Now Horgan & Slattery began to loom on the horizon. Withers & Dickson had made a plan for the cells which was estimated by bidders to cost $170,000. To this plan the approval of the examining architect was affixed in writing, and is part of the municipal archives. Then appears the agent of some iron founder in Ohio, with a cell plan of his own, which will be much heavier and will cost a good many thousand dollars more, but which he persuades the examining architect and the Commissioner of Correction will be worth the difference. And finally this plan falls among Horgan & Slattery, and the cost of it is raised to $310,000, not to mention $11,000 for strengthening the structure that was to carry it, still with the approval of the examining architect, who seems to make no sign even when an attempt is made to censure or oust the actual architects for incompetency for not providing supports adequate to a much heavier structure than they had contemplated. The difference to him was 2½ per cent. on $151,000—that is to say, $3,775—$1,775 plus $1,875 plus $1,000 equals $6,650. Why keep on pitching into these poor tenement house "artchitects" who are forced to do business in their wives' names? ARCHITECT.

New York, July 18, 1899.

NUGGETS.

His Position Assured.

"That young couple must be engaged."
"Do they act spoony?"
"No, but he smokes a pipe now when they walk out in the evening."—Chicago Record.

Antiquity of the Trust.

"The first trust was a life insurance combination. I have reliable records on the subject."
"Who was at the head of it?"
"Noah."—Chicago Record.

The Invalid's Mecca.

Traveler—Is this a healthful locality?
Native—Well, rather. We have had but one death in nine years, and that was the doctor.
Traveler—Indeed! And what did he die of?
Native—Starvation.—Chicago News.

Behind the Age.

"I guess it's all over between Millie and me."
"Why, what's the trouble?"
"I went up there this afternoon with my trotter to take her out for a drive, and there was a fellow ahead of me with an automobile!"—Cleveland Plain Dealer.

GRANDFATHER'S DREAM.

Alfred Ellison in Chicago Record.

Grandfather sat in his big arm chair
Fast asleep.
The wrinkles that ran o'er his wan old face
Were furrowed deep.

The tangled web of his beard hung from
His cheek and chin,
White as the falling snow the winds
Gambol in.

His hard, brown hands were crossed above
His walking staff;
And we hushed to silence the talk in the
room,
And the laugh.

For we saw a smile from his parted lips
Spread o'er his face,
As a ripple runs o'er a tranquil lake
From its starting place.

We guessed some vision the long ago
Had anchored deep
In the old man's soul was drifting now
Through his sleep.

What was that dream? Did his childhood
come
And leave a map
Of all his early playing grounds
There in his lap?

Or was it a winding orchard path
In the twilight dim,
And his children's mother, a girl again,
Walking with him?

Perhaps, through time's long telephone,
He heard a coo
And felt a baby hand on his cheek,
As he used to do.

Sure we were some radiant joy
He had met somewhere
Had come to visit the old man there
Asleep in his chair.

But soon his hands dropped from his staff,
And drooped his head;
And those who came and went that day
Talked of the dead.

We talked only of pearly paths
In a Summer land,
Where his children's mother walked with
him,
Hand in hand.

For now we knew her angel face,
Glad in the gleam
Of a golden city awaiting him,
Was grandfather's dream.

URGING ALGER TO RESIGN.

Administration Anxious to be Rid of a Heavy Burden—Action of Congress Feared.

Special to The New York Times.

WASHINGTON, July 18.—From some remarks made to-day by a well-informed officer of the Administration, who is hopeful of the renomination and re-election of Mr. McKinley, the resignation of Secretary Alger will be hastened with as much speed as the Secretary will stand, in order that he may be got out of the way before the Republicans begin to make preparations for the conventions of next Spring to select delegates to the National Convention.

This officer says that only the working politicians have a full realization of the heaviness of the Alger burden on the party. But its weight now will be as nothing compared with what it will be if he is allowed to retain his office, upon any pretext, until the meeting of the Fifty-sixth Congress. The Democrats will begin early and keep up late the assaults upon the War Department and its head. As Alger has declared that he "will not retire under fire," the firing upon him by Congress will give him new reasons for not getting out. That state of things might go on forever, and to the detriment, in the estimation of the gentleman quoted, of the Republican Party.

Whether Alger remains in the War Department or not, information will be demanded by Democrats in Congress as to Alger's reason for suspending the sentence upon Capt. Carter, now held up by the President for more than a year, with such mystery as to make the story of his protection grow to be more interesting than the known account of his misdeeds.

The anxious official quoted thinks that the President, in the absence of Alger from the War Department, may be able to explain the amazing clemency extended to the man who wasted millions of money, and incidentally committed some other breaches, but if Alger's retention of office is helping to keep Carter from prison, it may also affect the chances of the Republican candidate for election.

"If Alger is to be permitted to write his annual report before resigning," said this gentleman, "he ough. to begin it now, as he may do, for it is usually written to cover the fiscal year ending June 30. If he stays until after the meeting of Congress, and then offers to resign, his attempt to escape from Congress will certainly not have a good effect upon the people or the party. For every political reason, I am constrained to believe that he will choose to resign very soon."

LONDON TIMES ATTACKS ALGER.

Declares He Has Run the War Office as a Political Machine.

LONDON, July 18.—The Times, in its leading editorial article to-day, says:

"Alger has run the War Office as a political machine. Military posts have been bestowed upon political friends without regard to fitness or the interests of the country. Dishonesty and corruption have been rampant wherever there was public money to be handled. American soldiers were killed by thousands on American soil by such agencies as embalmed beef and scandalous neglect of elementary sanitation.

"As the head is, so we expect subordinates to be. They were chosen without regard to fitness, but with every regard to political service. Naturally they act as the politicians they are, rather than as soldiers and administrators, which they are not. The new imperial policy of the United States is thus discredited by association with a system of more than common corruptness.

"McKinley, for some reason or other, is incapable of ridding himself of the incubus of his Secretary, who, evidently regarding himself as having the President in his pocket, serenely defies the public indignation that has been aroused by his mismanagement."

RECIPROCITY TREATY SIGNED.

British Guiana Agreement Made—French Negotiations Resumed.

WASHINGTON, July 18.—Special Plenipotentiary Kasson, for the United States, and Secretary and Chargé d'Affaires Tower, for Great Britain, to-day signed the reciprocity treaty made under the terms of Section 4 of the Dingley tariff act with British Guiana. The treaties governing Jamaica and Bermuda went over, but the formal execution is expected to take place within a day or two.

The negotiations of the Franco-American treaty were resumed at the State Department to-day between Mr. Kasson, Ambassador Cambon, and M. Charpentier, special reciprocity delegate from France. A distinct advance is being made, and it is considered settled that a treaty will result from the negotiations.

ENGLAND'S PLANS FOR TRADE.

Will Subsidize Steamship Lines for West Indian Traffic.

WASHINGTON, July 18.—Details of plans of the British Government for building up trade between the British West Indies and British ports, and also between Canada and the British West Indies, have been received here. They are embodied in a letter from the Colonial Office, in London, to the West Indian committee, written under the direction of Mr. Chamberlain, Secretary for the Colonies, explaining the plan of establishing new steamship lines, with subsidies paid in part by the Imperial Government, and intended to link together the mother country and the colonies as well as the colonies among themselves.

The matter is of especial interest in connection with the recent negotiations between the United States and Great Britain on reciprocity with the British West Indies, as these colonies have shown a disposition to look to this country for trade rather than to England or Canada.

As to the line between Canada and the British West Indies, the letter of the Colonial Office says:

As regards improved inter-insular service and an improved Canadian service, a contract will, it is hoped, shortly be concluded, with the aid of an imperial subsidy, between the Dominion Government and Messrs. Pickford and Black which will effect both objects.

The contract is for a period of five years, the service is to begin in July, 1900, and the contractors will bind themselves to establish a fortnightly service from Halifax and St. John's, alternately, to Trinidad and British Guiana, at an average rate of ten knots per hour.

The steamers will proceed alternately by way of Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Tobago, to Trinidad, and by way of Bermuda, St. Lucia, Barbados, Trinidad, to British Guiana.

The letter also gives the details of the contract already signed for a new steamer service between Jamaica and Southampton. This service will begin in May, 1900, the steamers making fortnightly runs and having fifteen-knot speed. They will have a capacity for carrying 20,000 bunches of bananas, and while especially intended for fruit carriers they will also take passengers. A subsidy of $10,000 per year is to be paid the line, the British Government paying half of that amount.

ALASKAN BOUNDARY QUESTION.

State Department Receives Discouraging Reports from Mr. Choate.

WASHINGTON, July 18.—Secretary Hay to-day received a cable from Ambassador Choate relative to the Alaska boundary line negotiations. It was not encouraging.

GOVERNMENT PRINTERS' PAY.

Report that It Was Increased by the Use of a Corruption Fund.

Special to The New York Times.

WASHINGTON, July 18.—The pay of all the printers and bookbinders in the Government Printing Office was advanced by act of Congress to 50 cents an hour. This was a return to the rate paid until after the close of the war of the rebellion. The ugly rumor is now circulating here, but cannot be verified at present, that this advance was secured by the use of a fund of $35,000, raised by the promise on the part of the printers to the number of 1,000 and of bookbinders to the number of 400 to pay $25 each upon the restoration of the rate of wages. The refusal of some of the persons affected to pay their subscriptions to the lobbyists is said to be the reason for the circulation of the unpleasant report.

As Congress will be asked to appropriate $350,000 annually to meet the advance in pay, occasion will easily arise for inquiry about the incidental benefit to lobbyists through the advance.

NEW YORK AIR BRAKE WINS

Its Patent Not an Infringement Upon Westinghouse Device.

VENTING SYSTEMS DIFFERENT

United States Court of Appeals Affirms Lower Court's Judgment in the Long-Pending Suit.

An opinion, written by Judge Shipman, was handed down by the United States Circuit Court of Appeals yesterday affirming the decision of the Circuit Court, Judge Wallace, in favor of the New York Air Brake Company. For the past two years there has been litigation between the Westinghouse Air Brake Company and the New York Air Brake Company over an alleged infringement of patents by the latter corporation.

The Westinghouse Company contended that the device owned by the New York Air Brake Company infringed Claims 1, 3, 4, 5, and 6 of Patent 538,001, which was granted in 1895; and also Claims 3 and 5 of Patent 382,032, granted in May, 1888.

The decision, written by Justice Shipman, is in part as follows:

The Westinghouse patent of 1895 was an improvement upon the quick-action air brakes described in Letters Patent 360,070 and 376,837, which were issued to Mr. Westinghouse, and which have frequently been the subject of litigation in the Federal Courts. The device of 376,837 has gone into universal use and has been the standard quick-action air brake upon long freight trains in this country. Westinghouse, in his attempt to create immediate service upon each car of a long train, enlarged the venting system so that when reduction of train pipe pressure had commenced by the turn of the engineer's valve the triple valve under each car should also vent the train pipe of that car. Each car contained its own venting mechanism. Westinghouse also saved power by compelling the compressed air thus vented to pass into the brake cylinder instead of into the open air.

In 1892 Mr. Westinghouse made a new invention, by means of which he vented the train pipe air into the brake cylinder by the use of a compound piston connected to the brake cylinder piston. A valve in a passageway leading directly from the train pipe to the brake cylinder controlled the discharge of air from the train pipe. The application for a patent on this later invention was filed in March, 1892. Changes were made in the claims and the application lay in the office for about three years, but there was no suggestion that the invention had a broader scope than a new method of venting the air of the brake cylinder until after March 6, 1895, when the defendant's counsel sent to the complainant's counsel for their examination a statement and description of the new air brake machinery which the defendant proposed to adopt and by which the train pipe was vented into the atmosphere. Thereupon, as it was deemed that the atmospheric pressure venting employed the compound piston method of venting into the brake cylinder which was contained in the pending application of March 6, 1895, six new claims were caused to be added to the application which, by the use of general language, enlarged the claims so as to make them apply to the device when used in air brakes. This amendment was allowed, and the patent was issued accordingly. Claims 1 and 6 are the amended and Claims 7 and 13 are the restricted claims.

The contention on the part of the complainant is that the invention was actually of a broad and primary character, and was "a train pipe vent valve directly operated by a piston, which is the secondary part of a compound piston so organized that the opening of the vent valve is dependent upon the manner or rate of movement of the primary part of such compound piston." The defendant is of the opinion that the mode by which the train pipe is vented to the brake cylinder constituted the scope of the invention.

It is manifest that the inventor meant to confine himself to the investigations which resulted in the application of 1892 to the system which he had previously perfected. It seems clear that the invention was merely an alteration in a pre-existing perfected system, and was not of a primary character. We are, therefore, of the opinion that the claims inserted by amendment in 1896 must be limited to a piston attached to or moved by the brake cylinder piston for venting the train pipe into the brake cylinder.

The defendant caused its new device, known as valve C, to be invented for the purpose of escaping from the Westinghouse system of venting exclusively into the brake cylinder. It vents into the atmosphere, and uses for that purpose a compound piston, which is a part of the triple valve piston, the action of which is not dependent upon the brake cylinder piston. It follows from the construction which we have given to the patent of 1896 that the defendant's device known as Valve C is not an infringement.

The New York Air Brake Company was incorporated under the laws of New Jersey, with a capital of $5,000,000. The factory is in Watertown, this State, and it is claimed that it possesses a capacity of making 100 sets of car brakes in a day. There is a bonded indebtedness of $250,000. The officers are as follows: C. A. Starbuck, President; Daniel Magnus, Vice President; John C. Thompson, Secretary and Treasurer; C. H. Chaffer, Assistant Treasurer; Directors, (in addition to executive officers)—Cranford Livingston, H. A. Rogers, Anson R. Flower, and Anthony Brady.

The Westinghouse Air Brake Company is a Pennsylvania corporation, with a capitalization of $10,000,000. Up to 1898 dividends of 20 per cent. had been paid by this company for some years.

New York Air Brake stock jumped around erratically at the Stock Exchange yesterday, selling up to 223 (a new high price) and down to 212. Wall Street expected to hear of the decision in the Westinghouse case before the close of the market, but the news did not come until after 3 o'clock, and in its absence rumors of varying sorts were circulated with effect upon the stock. Insiders were the largest buyers, and they seemed to put more emphasis upon the company's increasing business than upon the possibilities of a favorable decision in the Westinghouse case. It was said that the company has been awarded a contract for half the equipment of the Russian Government's cars, which is a larger proportion than was at first looked for. There were also rumors of an early increase in the capital stock to $10,000,000 and of a 100 per cent. stock dividend to stockholders.

PITTSBURG, July 18.—The Westinghouse people say that this decision leaves the two companies in exactly their present position, and that the litigation against the New York company will be continued in the two other cases now pending, which cover the same form of apparatus and principle of operation.

EL DORADO IN VENEZUELA.

Vast Natural Wealth of the Guruari and Delta Territory Claimed by Great Britain.

WASHINGTON, July 18.—Mr. Frank B. Loomis, the American Minister to Venezuela, was at the State Department to-day, having recently arrived in the United States from his post. Mr. Loomis says that business in Venezuela is considerably depressed owing to the low price of coffee.

The people of the country, he says, are very hopeful that the result of the boundary line arbitration will confirm Venezuela's title to the disputed territory, which turns out to be fabulously rich in gold, silver, copper, and other minerals. Some diamonds have also been discovered.

Mr. Loomis says that a great project for a huge canal system to connect the waters of the Orinoco, Amazon, and Platte is being discussed, but that the vast sum necessary to construct it, estimated at from $100,000,000 to $300,000,000, staggers the projectors.

INVESTIGATIONS TO CONTINUE.

Mr. Youngs Denies that State Institution Inquiry Is Ended.

ALBANY, July 18.—Secretary Youngs, private secretary to Gov. Roosevelt, denies the published statements that at the suggestion of Senator Platt the Governor has advised the calling off of the investigation into State charitable and reformatory institutions, and the suppression of evidence already collected regarding the same. Mr. Youngs says the Governor has favored the fullest publicity, and that the evidence thus far obtained and submitted to him shows that there is no ground for gross charges of recent abuses against the institutions. All abuses thus far testified to occurred some time ago, under different managements.

The case of the Hudson House of Refuge shows that the new Board of Managers appointed by Gov. Roosevelt, as soon as it was organized, at once abolished all forms of corporal punishment, and persuaded Mrs. Abbott, the Superintendent under whose administration such abuses existed, to resign her office.

Mr. Youngs is carrying on an inquiry for the Governor, and, with the assistance of State Inspector Dorr of the State Board of Charities, has acquired some 6,000 typewritten pages of testimony which will be forwarded to the Governor.

Mr. Youngs goes to Syracuse to-morrow, where he will inspect the State institution for feeble-minded children.

MAHAN FORCED TO YIELD

Great Britain Objects to His Naval War Amendments.

RESULTS OF THE CONFERENCE

State Department Considering the Peace Conventions with a View to Official Sanction.

THE HAGUE, July 18.—It is understood that Capt. Alfred T. Mahan of the United States Navy, (retired,) one of the American delegates to the International Peace Conference, has decided to withdraw his proposed amendments to the scheme for adapting the Geneva Convention to naval wars, owing to objections on the part of Great Britain and other powers.

The sub-committee of the Arbitration Commission of the Peace Conference met this afternoon to draft the amendments demanded at yesterday's session of the Plenary Committee, and to prepare for to-morrow's meeting, when the discussion of the question of an international board of inquiry is expected to create a lively debate.

As the exact nature of the objections made was not known, no action was taken.

WASHINGTON, July 18.—The work accomplished by The Hague conference, as represented in the conventions and treaties which have just reached the State Department, is divided into three classes.

The first relates to the revision of the rules of war relative to the rescue of shipwrecked and wounded persons in marine battles. Included under this general head is a provision for extending to hospital ships immunity from capture in three cases; first, in the case of official national vessels under proper insignia; second, private hospital ships fitted out by benevolent persons; third, hospital ships fitted out by neutral powers, benevolently inclined, for the rescue of wounded and shipwrecked sailors.

Conventions relative to the revision and supplementing of rules for the conduct of war on land. These undertake to define who are and who are not proper combatants. They also provide for the proper treatment of prisoners of war, &c.

The third class of conventions contains articles looking to the peaceful adjustment of international differences, including a scheme of mediation, a scheme of international court of inquiry, and a scheme for a permanent arbitration tribunal.

All of these conventions are under careful scrutiny, and if they comply in terms with the brief synopsis already furnished the Government, they will secure the adhesion of the State Department.

THE REVISION OF DECISIONS.

Mr. Holls's Masterly Speech Secured Provision for It.

LONDON, July 19.—The correspondent of The Times at The Hague, describing Monday's debate, says:

"Prof. Martens pleaded earnestly for the acceptance of arbitral decisions as final and irrevocable, and produced such a powerful impression that any man of less energy and determination than Mr. Holls (Secretary of the American Delegation) would have considered the game as lost; but Mr. Holls, nothing daunted, delivered a masterly address that carried all before it, and secured unanimity for Prof. Asser's amendment.

Mr. Holls, in his address, admitted that it would be undesirable to do anything to unduly delay decisions or to leave them in suspense; but he argued that it would be equally undesirable to leave no means of correcting manifest errors, so running the risk of a disavowal of the decision by the aggrieved party. It was between the two extremes of danger, namely, the one of perpetuating an injustice and the other of keeping a dispute alive, that their article sought to find a safe medium.

Mr. Holls claimed that instead of the tribunal's authority and responsibility being undermined, as Prof. Martens contended it would be by the provision for revision, it would be infinitely enhanced. He contended that the whole idea of arbitration was so new that it could not be urged that the weight of tradition was against revision. They had met, he said, to uphold an ideal, and they could not afford to set technical regularity or pedantic procedure rules above the accomplishment of substantial equity. It was of the highest importance that the arbitration plan, however simple, should at least possess every essential feature guaranteeing, as far as possible, international justice.

TRANSVAAL CRISIS ENDED.

Peaceful Solution of the Difficulty Looked For—Ministers Said to Have Important News.

LONDON, July 18.—Considerable importance was attached to to-day's Cabinet meeting, as it is understood that the Colonial Office late last night issued to the Ministers an important communication relative to South Africa.

The general trend of the news points to a peaceful settlement of existing difficulties there.

KRUEGER'S LAST CONCESSION.

Volksraad Adopts the Seven-Year Franchise Proposition—Transvaal's President Recommends It.

PRETORIA, July 18.—The Volksraad, in secret session, has adopted the seven years' franchise proposition.

The Volksraad resumed discussion of the Franchise bill at its session to-day. The trend of the debate favored seven years' retrospective and prospective franchise.

Replying to a question, President Krüger reviewed the Bloemfontein conference, and said that the proposals of Sir Alfred Milner, Governor of Cape Colony and British High Commissioner of South Africa, were too wide, but that alteration from nine to seven years was only a slight difference, and for reasons of honesty and righteousness he (President Krüger) recommended the alteration, which would meet the English objections. The country, he added, would not be endangered thereby, but would gain the applause of the world.

LONDON, July 19.—The Times this morning says:

"The Government attaches the highest importance to the Volksraad's seven-year proposal, which is regarded as practically ending the crisis."

CECIL RHODES AT THE CAPE.

The ex-Premier Enthusiastically Received in Cape Town.

CAPE TOWN, July 18.—Mr. Cecil Rhodes, formerly Premier of Cape Colony, arrived here to-day. He was welcomed by a Reception Committee, composed of influential citizens, and enthusiastically cheered as he traversed the streets.

Many of the buildings of Cape Town were decorated with bunting, and in front of the Town Hall a big arch had been erected bearing the words: "Welcome, Great Pioneer, Cape Town-Cairo.

MILAN MAY LEAVE SERVIA.

LONDON, July 18.—According to The Daily Mail's Rome correspondent, absolute confirmation has been obtained that ex-King Milan of Servia himself planned the sham attempt upon his life recently made for political purposes.

The correspondent also says that the Austrian Government has decided to invite Milan to voluntarily exile himself from Servia in order to prevent further trouble.

DUKE OF WESTMINSTER'S GIFT.

LONDON, July 18.—The Duke of Westminster has presented the winnings of his colt Flying Fox in the Eclipse Stake, run at Sandown Park on Friday last, amounting to £10,000, to the Royal Alexandra Hospital at Rhyl, Wales, of which he is President and the Princess of Wales Patroness.

GERMAN EMPRESS INJURED.

BERLIN, July 18.—Empress Auguste Victoria sprained her foot to-day during an excursion to St. Bartholoma, on the Königssee.

MORE FIGHTING IN SAMOA.

Two Mataafa Chiefs Killed and One Mortally Wounded—Chief Justice Chambers's Departure.

APIA, Samoa, July 11, via Auckland, New Zealand, July 18.—In fighting which occurred at Sofata, in the Suateles district, July 4, one Malietoa chief was mortally wounded and two Mataafa chiefs and one Suatele were killed and three others wounded.

The British cruiser Tauranga and the German cruiser Cormoran arrested three chiefs and brought them to Apia for trial before the Supreme Court.

The joint Commissioners will leave for Washington July 18.

Chief Justice Chambers will leave on the steamer Moana on July 14. Not desiring to return, he has sent his resignation to President McKinley, who does not wish his retirement. The question whether this constitutes a vacancy in the Chief Justiceship is being discussed by the Commissioners. Dr. Solf claims that he will preside over the Supreme Court if Justice Chambers leaves the island. If there is no vacancy, then either Hunter or Muir may be designated to fill the Chief Justiceship in Justice Chambers's absence.

The Commissioners are much blamed for not ordering the restitution of loot taken by rebels. Mataafa partisans among the rebels are raising funds to fight the Kingship question through lawyers, and are confident of obtaining a rehearing. Mataafa, however, accepts the abolition of the Kingship, and will be present at a meeting with the Commissioners on Savaii Island. His supporters request the dismissal of Chief Justice Chambers and defy the orders of the Supreme Court.

The international Commissioners are today at Lufilufi, meeting Mataafa and Atua chiefs.

To Further Isthmian Commerce.

COLON, Colombia, July 18.—At a meeting of the commercial representatives held here yesterday, Col. Percy, ex-United States Consul, and Messrs. De Leon, Toledano, and Humphreys were appointed delegates to visit the Philadelphia Exposition in the interest of the isthmian trade.

Rudyard Kipling's Uncle Elected.

LONDON, July 18.—The Rev. Frederick W. Macdonald, uncle of Rudyard Kipling, has been elected President of the Wesleyan Conference.

Disastrous Storms in Chile.

SANTIAGO DE CHILE, July 15.—Tremendous storms have destroyed bridges and prostrated telegraph wires, interrupting communication with the rest of the country.

Canadians' Scores at Bisley.

BISLEY, July 18.—The rifle-shooting match for her Majesty the Queen's Prize continued to-day at 500 yards, the marksmanship being quite commonplace. The Canadians scored as follows: Bertram, 34; Huggins, B. A. Robertson, and Buckley, 33; Cartwright, Gilchrist, Wetmore(and Simpson, 32; Sharpe, Ogg, Fleming, Heller, Crowe, and A. Robertson, 31; Blair and Rennie, 30; Wilson, 29; Graham and Ross, 27, and Weatherbie, 26.

In the Premier Competition, Gilchrist and Flemings, Canadians, tied with Mayne and Pattison. The tie will be shot off to-morrow.

At 600 yards several of the competitors made the highest possible scores.

The Canadians scored as follows: Crowe and Fleming, 33; Buckley and Huggins, 29; Sharpe and Cartwright, 27, and R. A. Robertson, 26.

THE NEWS OF NEWPORT.

Special to The New York Times.

NEWPORT, July 18.—The four-in-hand, as well as the tandem driving this season, has become more popular with cottagers than ever before, and some new whips are seen behind the blooded stock. This does not apply solely to the gentlemen. This morning Miss Angelica Gerry drove along Bellevue Avenue with four handsome steppers, held the ribbons in excellent fashion, and handled her horses in a manner to win the admiration of those whom she passed. Miss Gerry has been driving four-in-hand breaks since the family arrived here this season. As far as known, Miss Gerry is the only lady among the cottagers who has thus far handled a four-in-hand.

On Aug. 19, William A. M. Burden, son of Mr. and Mrs. I. Townsend Burden, who played on the Harvard football team last season, will entertain a number of the football team here. The players are coming here to visit for several days, and during their stay Mr. Burden will entertain them at dinner at Bergers.

Miss Eleanor Winslow of Boston, who has just returned from abroad, is the guest of Mrs. I. Townsend Burden at Fair Lawn.

Baron Arpad Paszthory-Bellerini of Hungary has for the past six months been at work painting the death scene of Sergt. Hamilton Fish, who was killed while in the charge at El Caney during the Santiago campaign. The face, as painted, was done from a large photograph of young Fish, and the scene is taken from sketches procured shortly after his death on the place where he was killed. The Baron will soon place his work on exhibition.

Mr. and Mrs. Hall Harris of Baltimore are the guests of Mr. and Mrs. Lyman C. Josephs.

Miss Gerry entertained a sailing party on the catboat Iris this afternoon.

Miss Robinson, daughter of Dr. Beverly Robinson, is visiting Mr. and Mrs. Twombly.

Miss Binninger of New York is the guest of Senator and Mrs. George Peabody Wetmore.

Mrs. Stuyvesant Fish entertained at dinner this evening.

George A. De Witt of New York is the guest of Mr. Robert Goelet.

George B. De Forest has returned from New York.

Mrs. F. B. Renwick and Mrs. George Peabody Wetmore have returned from New York.

George W. Wheatland and Mrs. Wheatland Oberlin are visiting Mr. and Mrs. Robert M. Cushing.

Arrivals at the Aquidneck include W. K. Plummer, George Harris, A. L. Prendergast, and Mr. and Mrs. C. N. Billings of New York, Arthur L. Smith of Providence, Mr. and Mrs. C. L. Edwards of Boston, and K. A. Wadamore of the Japanese Legation.

The automobile depot will soon be removed to the so-called Ocean House stables, where a repair department is now being completed, and where fully 100 carriages will be stored. The cottagers can then run their carriages there, and without dismounting can have the carriage batteries charged within three minutes from the time the carriage enters the depot. At the present time there are twenty cottagers on the waiting list for carriages, and it is believed that within the next two weeks the present demand and orders can be filled. Mr. Ross R. Winans is the latest automobile enthusiast. The users of this class of carriages are of the opinion that the word automobile is just the proper name for their carriages.

The United States steamship Annapolis, with the senior class of naval cadets, arrived here from New York for a few days' visit. The cadets passed the afternoon inspecting the torpedo station.

A. O. D. Taylor has rented his cottage, in Jamestown, to H. Pemberton, Jr., of Longport, N. J.

Mrs. St. John Boyle of Louisville, Ky., has rented a cottage in Jamestown for the season.

Mr. J. W. Beekman and Miss Beekman, who have been visiting Mr. and Mrs. J. Hude Beekman, returned to New York today.

Miss Caroline Seward Greene, daughter of the late Gov. R. S. Greene of New Jersey, is visiting Miss Edith Livingstone Mason.

Mr. and Mrs. Stanley Mortimer are this week expected at the Davis chalet, which they have rented for the Summer.

Congressman Capron is the guest of Congressman Ball.

Commander C. H. Stockton, President of the Naval War College, has returned from the Navy Department, where he underwent an examination for the rank of Captain, which he now holds.

Mrs. Pembroke Jones entertained on board the Narada this evening, and Mrs. James P. Kernan gave a dinner party at her cottage.

Mrs. Victor Cochran entertained at dinner this evening.

Mrs. H. H. Hunnewell, Jr., was among the dinner entertainers this evening.

Alfred G. Vanderbilt, with Fitz Hugh Whitehouse and William Proudfoot Burden and N. S. Iselin, the party which on Saturday leaves for its trip around the world, have obtained their passports, good for two years, from the local Custom House.

Mrs. R. I. Gammell is having a pretty tent erected on her lawn for one of the largest events of the season, which is to be given for her daughter, Miss Virginia Gammell, on Saturday.

Mrs. Baldwin, the wife of Admiral Baldwin, entertained at dinner at Snug Harbor this evening.

Frederick M. Davis sails for Europe on Saturday.

Miss C. Ogden Jones entertained at dinner this evening.

Casino registers include Mrs. Haskins Dupoy and W. F. Christie, the latter being the guest of Frederick Sheldon.

Elisha Dyer, Jr., has gone to New York for a brief stay.

BICYCLE TRUST FORMED

Capitalized at $40,000,000, with Forty-five Concerns in It.

EFFECT ON RETAIL DEALERS

Negotiations Have Been in Progress for Five Months—A. G. Spalding the Chief Promoter.

After five months of negotiation, during which the plans of its promoter, A. G. Spalding, have several times been on the point of falling through, the bicycle trust, or, to give it its official title, the American Bicycle Company, is an accomplished fact. So James A. Hart, representative of Mr. Spalding, and C. W. Dickerson of the Sterling Cycle Works, who has acted as Secretary of the meetings of the representatives of the concerns interested, announced last night at the conclusion of an all-day session at the Waldorf-Astoria Hotel.

The company was originally incorporated for a capitalization of $80,000,000, but it was found impossible to carry the scheme through on these vast lines, and the capital is now fixed at $40,000,000, divided into $10,000,000 5 per cent. twenty year gold debenture bonds, $10,000,000 7 per cent. cumulative preferred stock, and $20,000,000 of common stock. The combination, it is declared, comprises forty-five concerns, with fifty-six plants. It is understood they will get 30 per cent. in cash, 30 per cent. in preferred stock, and 50 per cent. of common stock, the extra 10 per cent. of common stock representing a bonus.

The entire forty-five concerns were fully represented at yesterday's meeting, Mr. Hart said, and the arrangements made were unanimously agreed to. These concerns, with their representatives at the conference, are: Ames & Frost Company, Charles L. Ames; American Saddle Company, A. L. Garford and R. B. McMullen; Acme Manufacturing Company, James C. Reber; Barnes Cycle Company, A. R. Peck; Black Manufacturing Company, George I. Black and W. T. Black; Buffalo Cycle Manufacturing Company, F. C. Atherton and George C. Sweet; H. A. Christy & Co., J. W. Spalding; Crawford Manufacturing Company, R. S. Crawford and E. W. Mealey; Colton Cycle Company, George B. Colton; Columbus Bicycle Company, G. C. Urlin; Cleveland Machine Screw Company, A. L. Moore and M. B. Johnson; Eagle Bicycle Manufacturing Company, C. S. Dikeman and A. F. Migeon; Fanning Cycle Company, Frank J. Fanning; A. Featherstone & Co., A. Featherstone and J. E. Bromley; Fay Manufacturing Company, A. L. Garford; Gormully & Jeffery Manufacturing Company, R. P. Gormully; Grand Rapids Cycle Company, L. T. Wilmarth; Geneva Cycle Company, J. A. Carter.

Hartford Cycle Company, George Pope; Hartford Rubber Works, George H. Day; Hart & Cooley Manufacturing Company, H. S. Hart and N. B. Cooley; Indiana Bicycle Company, Charles B. Smith; Indianapolis Rubber Company, H. G. Smith; Indiana Novelty Manufacturing Company, George H. Thayer and G. W. Marble; Indianapolis Chain and Stamping Company, A. C. Newby and Charles E. Test; H. A. Lozier & Co., H. A. Lozier, H. A. Lozier, Jr., and E. R. Thomas; Lamb Manufacturing Company, William T. Brown; A. D. Miselbach, A. D. Miselbach; Monarch Cycling Manufacturing Company, J. W. Kiser and Chandler Robbins; Milwaukee Engineering Company, W. H. Starkweather and N. H. Dousman; Milwaukee Manufacturing Company, T. H. Hoyt and W. C. Green; Nuttal Manufacturing Company, John Nuttall; North Buffalo Wheel Company, J. F. Dieffenbacher.

Pope Manufacturing Company, Albert A. Pope; Peoria Manufacturing Company, M. Selberling; Sterling Cycle Works, C. W. Dickerson; Shelby Cycling Manufacturing Company, A. W. Gump; Stover Bicycle Manufacturing Company, D. C. Stover; C. J. Smith & Sons Company, C. S. Smith and N. P. Tell; E. C. Stearns & Co., E. C. Stearns; Syracuse Cycle Company, H. E. Maslin; G. L. Thompson Manufacturing Company, G. L. Thompson, C. H. Foster, and D. B. Gann; Viking Manufacturing Company, Alvin Peter; Western Wheel Works, R. L. Coleman and Otto Unzicker; White Sewing Machine Company, W. T. White.

Charles R. Flint, head of the rubber manufacturing company, who, it was reported yesterday, had been approached by the projectors of the trust in an effort to induce him to interest himself in it, was not at the meeting, and it is said his name was not mentioned during the discussion. Mr. Flint could not be found either at his office or at his residence. Wallace B. Flint said he had just returned from Europe and knew absolutely nothing about the matter.

The meetings of the concerns interested will continue at the Waldorf-Astoria until the organization of the American Bicycle Company is perfected. To-day the President and board of ten Directors probably will be elected. A. G. Spalding, it is understood, will be President. At a meeting held last month a sealed vote was taken, and it resulted practically in the unanimous choice of Mr. Spalding.

"Mr. Spalding, who conceived it, has engineered this deal from the first without any outside assistance," said Mr. Hart last night. "He has carried it through in the face of obstacles that might have discouraged a less resolute man. He enjoys the complete confidence of the trade.

"The company has options until Aug. 1 on about one hundred and twenty-five factories. In the majority of cases it is immaterial whether the options lapse or not, for the plants, as a matter of fact, can be secured at any time they are wanted. The manufacturers outside of the combination will be glad to come in."

Mr. Dickerson said that the formation of the company would not affect the retail dealers adversely. The plan recommended by a committee on domestic sales is to concentrate the branch stores in the various cities and withdraw them as soon as practicable from the retail field, leaving this business of the company to be conducted by the regular retail agents and dealers. It was also recommended that all agents throughout the country who have been identified with the trade and some particular wheel be retained.

A SHOE MACHINERY TRUST.

Company Organized in Boston with a Capital of $5,000,000.

BOSTON, July 18.—The completion of the Standard Shoe Machinery Company has been officially announced. The capital stock is $5,000,000, of which $2,000,000 will carry a fixed cumulative preferential dividend of 7 per cent. and the remainder be common stock. Six companies have already been taken over, and options are held on five others. It is stated that the policy and purpose of the company will be to reduce the present royalties collected by the United States Shoe Machinery Company.

The officers are: President—Charles P. Berry, Vice President and General Manager of the Portsmouth Shoe Company, Portsmouth, N. H.; Vice Presidents—Thomas G. Plant, Boston; R. F. Spencer, St. Louis; Charles H. Krippendorf, Cincinnati, and J. B. Cousins, Brooklyn; Treasurer and General Manager—H. E. Rothfield, Treasurer of the Woodward Manufacturing Company of Boston; Executive Committee—Charles P. Berry, Thomas G. Plant, H. E. Rothfield, and B. F. Spinney.

WHISKY TRUST IN CONTROL.

American Distilling Company Acquires the Hannis Stock.

PHILADELPHIA, July 18.—Representatives of the American Distilling Company came here to-day and formally consummated the deal whereby the trust acquired the stock of the Hannis Distilling Company of this city, with distilleries at Baltimore and Martinsburg, West Va. Ten thousand shares of stock were bought outright, and the aggregate sum paid was over $1,500,000. Under the plan of the trust the distilling companies acquired retain a representation in the American Distilling Company.

All the distilleries acquired by the trust thus far were corn and spirit producers, and the purchase of the Hannis properties are the first rye distilleries secured.

Concerning the purchase by the trust of the distillery of the Philadelphia Pure Rye Distilling Company of Pennsylvania, located in Bucks County, it is said that the formalities of the transfer would be completed within a few days.

Incorporated in Delaware.

Special to The New York Times.

WILMINGTON, Del., July 18.—The Secretary of State to-day granted a charter to the Ammonia Salts Manufacturing Company of New York, Wisconsin, and New Jersey, with a capital stock of $1,200,000.

WHAT IS DOING IN SOCIETY.

A touch of Autumn coolness in the early morning hours, and the absence of that humidity which made the town and suburbs so trying on Sunday and Monday, brought many of the feminine sex who had been waiting an opportunity to do some Summer shopping into town yesterday, so that the avenue, the shopping districts, and the Astoria and Delmonico's at luncheon time saw more familiar faces than for some weeks past. This little army of Summer visitors fled again to the country on the afternoon trains and boats, and the fashionable residential districts were as deserted as ever again last evening.

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A mid-July wedding in town is a novelty. Such a novelty was enjoyed by the few favored guests who met yesterday afternoon at the apartments of Mrs. Rudolph Schack, 126 East Twenty-seventh Street, to witness her marriage to Mr. Joseph Muir. This wedding was celebrated very quietly at 5 o'clock, the Rev. Dr. Mottet officiating. Dr. S. H. Dickson of Washington was Mr. Muir's best man. There were no other attendants. The bride wore a becoming gown of pale yellow crêpe de chine, embroidered and trimmed with lace, and a white hat and veil during the ceremony. A collation followed. Among those present were the bride's brother, Mr. and Mrs. Duane Livingston, and Mrs. Livingston; her sisters, the Misses Livingston; Mr. and Mrs. Edward Reeves Merritt, Mr. and Mrs. Archibald Gracie, Mrs. Edward Lyman Short, Mr. and Mrs. Robert Glover, Mrs. George Place, Miss Haldane, and Messrs. James Pratt and Joseph Stone. Mr. and Mrs. Muir left immediately after the ceremony for a short bridal trip. They will start for San Francisco next week, and will sail on Aug. 1 from San Fraacisco for Japan, where they will reside at Kobe. This wedding is the culmination of a long romance, which has already been told in these columns.

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The news of the announced engagement in Baltimore of Mr. Lloyd Lowndes, Jr., a son of Gov. Lowndes of Maryland, and Miss Quinn of Springfield, Ohio, will be read with interest at Jamestown, R. I., and also at Narragansett Pier. Miss Quinn, who is an exceptionally beautiful young woman of a blonde type, has been a visitor at Jamestown and the Pier for the past three or four Summers. She has been an inseparable companion at Jamestown of Mrs. Whitehead of Cleveland and Mrs. Dawson of Charleston, S. C., and has been a decided belle at the Rhode Island resorts.

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Among the passengers due to arrive today on the Majestic from Liverpool and Queenstown are the Earl of Yarmouth, Archbishop Ireland of St. Paul, Mr. and Mrs. Jules S. Bache, Mr. and Mrs. Alexander Baring, the Rev. Dr. J. W. Brown and Mrs. Brown, C. C. Bull, Mr. and Mrs. David Forbes and Miss Forbes, Mrs. Douglas Grant, Col. J. J. McCook, Mrs. McCook, and the Misses McCook; Mr. and Mrs. Junius S. Morgan and Miss Morgan, Joseph Pulitzer, Mr. and Mrs. J. Hampden Robb, the Misses Robb, Miss Edith Speyers, Oswald Sanderson, R. N.; G. Smith, and Mrs. G. Smith.

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Mr. and Mrs. Bache, who went abroad on May 6 last, are returning home after a very gay visit to London and Paris, in both of which cities Mrs. Bache attracted much attention by her good looks and beautiful gowns. They will go soon to their camp on Upper Saranac Lake. Mr. and Mrs. Robb, with their daughters and their guest, Miss Speyers, have also been abroad since early in May. They were in Paris and at Auteuil on the day of the riot there, and saw all the excitement of that time in the French capital. Mr. and Mrs. Junius Morgan have been abroad since April, and will go on their arrival to their Princeton home.

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On the Germanic, which sails to-day, there are booked, among others, Mr. and Mrs. W. J. Allen, Willard Bartlett, Mr. and Mrs. W. Butler Duncan, Mrs. J. J. Garretson, Miss Garretson, Mr. and Mrs. James Brown Lord, James Couper Lord, Mr. and Mrs. R. M. Montgomery, Mr. and Mrs. Cyrus H. McCormick of Chicago, Mrs. Wilton P. Phipps, who has been visiting her parents, Mr. and Mrs. W. Butler Duncan, and is returning with them to her English home, and T. H. W. Price. The Friesland, which sails for Antwerp to-day, has booked, among other passengers, Mr. and Mrs. F. T. Bradley, Countess G. de Lichtervelde, Count de Lichtervelde, Mrs. F. C. Morgan, Dr. Charles A. Tuttle, and Mr. and Mrs. C. A. Whitney. As has already been announced, the St. Paul for Southampton, today will take, among other passengers, Lieut. G. Bettini, Robert Emmet, Miss Emmet, Lawrence Godkin, Robert Goelet, Mr. and Mrs. J. Woodward Haven, Mr. and Mrs. Chester S. Lord, Mr. and Mrs. R. H. McCurdy, Mr. and Mrs. R. A. McCurdy, Mr. and Mrs. A. J. Mason, Mr. and Mrs. Morton Redmond, Fred W. Whitridge, Mr. and Mrs. George Burroughs Torrey, and Gen. Stewart L. Woodford and Miss Woodford.

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Mrs. Leslie Cotton, who arrived last Saturday from Europe on the St. Paul, will probably spend the rest of the season at Newport. Mr. Cotton remained abroad in order to be present at the wedding of his sister in August. On the Lucania, which is due on Saturday, there are coming, among others, Mr. and Mrs. Jefferson Seligman, Miss Bella Ranger, and Mrs. N. Devereux Clapp and Miss Clapp.

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Mr. William K. Vanderbilt is spending a few days in New York. He came down from Newport on Monday night on his steam yacht Valiant. Mr. Vanderbilt was accompanied by Messrs. George B. De Forest, F. O. Beach, and W. S. Hoyt. Mr. Vanderbilt and his friends will return to Newport on Thursday night to witness the race there on Friday between Columbia and Defender.

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The Henley race week, while no longer considered a smart event in London society, is still one of the most enjoyable, as it is certainly the most beautiful, outdoor event of the English season. The race week this year was blessed by beautiful weather, and, in fact, the weather all through June and up till a few days ago in England has been superb. The country was looking so pretty all along the line, the hay harvest was in full swing, and the delicious odor of newmown hay was wafted into the carriage windows as those bound for Henley rushed along past Maidenhead and other pretty places that your true river lover knows so well. The various cottage gardens were all gay with roses and great masses of pure white lilies, and everybody noticed a remarkable field, quite close to Henley, that positively burned and blazed with buttercups and poppies.

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There were numbers of Americans at Henley. "Of course it was quite easy to tell them," says a London writer, "by their clothes and their accent. One strangely dressed American girl came in for a lot of notice. She wore a very short tweed skirt, with a red silk blouse, a sailor hat with red ribbon and had her hair done up in plaits and fastened with huge red bows. One sees all kinds of dressing at Henley. There are those ladies who dress as if they were going to Ascot, with long, trailing muslin gowns and smart flowered toques, while the ultra-aquatic ladies go about in very short white pique skirts, with sailor hats. All the same, some very pretty dresses were to be seen at Henley. Nobody looked nicer or cooler than Mrs. Langtry and her daughter, who wore white gowns with sailor hats trimmed with large blue bows of ribbon. When the sun's rays become too searching they put up golden-yellow parasols that looked very pretty on the water. In one large punt was a young lady in mauve muslin, with a mauve hat and parasol to match. She was reclining on a pale lime-green cushion, and the contrast was charming. Nearly every other woman seemed to be wearing a hat entirely covered with roses, and muslins of all kinds, patterns, and colors, were much en évidence. As it was a gloriously fine day, this sort of costume was all right, but had there been any showers the muslins would have suffered terribly. I saw one lady wearing a rather novel kind of hat. It was very large, round, and flat, and made of rough straw, and it was simply trimmed with a soft white puggaree. It looked quite Indian in its simplicity."

Third Lockjaw Death at Syracuse.

SYRACUSE, July 18.—The third death from lockjaw in this city, caused by injuries suffered from the discharge of a toy pistol on July 4, occurred this morning at St. Joseph's Hospital, when fifteen-year-old Samuel Charles of 812 Orange Street died there. The operation of injecting antitoxin into the brain was tried without success yesterday.

FRUIT SYRUPS ADULTERATED.

Fifteen Dispensers and Manufacturers in Court—Few Druggists Said to be Obeying the Law.

Inspector James Jackson, employed by the Fruit Dealers' Association of this city, had fifteen confectioners and druggists and others before Magistrate Mayo, in the Essex Market Police Court, yesterday morning, to show cause why they should not be punished for violating Section 407 of the Revised Statutes of 1892 prohibiting adulteration of food and food products.

They were Isaac Roberts of 14-16 Frankfort Street, Isaac Lefkowitz of 154 Delancey Street, Simon Brash of 51 Bowery, Davis Rothman of 19 Bowery, George Argiporolo of 1 Bowery, Solomon Hess of 2 Division Street, Sarando G. Calanla of 14 Chatham Square, Barnard Goldstein of 23 Chatham Street, Max Kleinfeld of 231 Park Row, Davis Motowitzky of 183 Park Row, Abramson & Kaplan of 76 Forsyth Street, Manhattan Syrup Company of 54-56 Allen Street, Barron & Co. of 85 Allen Street, Feldman & Co. of 150 Allen Street, and Max Strinsky of 217 Chrystie Street.

Of the above number, Abramson & Kaplan, the Manhattan Syrup Company, Barron & Co., and Feldman & Co. are manufacturers of syrup such as is used in soda fountains and ice creams. Inspector Jackson produced a number of bottles in court showing the syrups to have been adulterated.

The lemon syrup, particularly used by the street stands, confectioners, and even by the drug stores, contained anything but pure lemon. There were all sorts of chemicals, tartaric acid and citric acid being predominant. The vanilla was highly colored and had nothing of the vanilla bean in it. The orange had the tartaric acid base and was colored to represent orange; the strawberry was colored with aniline dye and contained ammonia. There were other syrups, and they were all more or less adulterated.

Inspector Jackson stated that there were ten Inspectors out seeing to it that the law was complied with. He told Magistrate Mayo that the adulterations were harmful, and that in time they would prove inimical to health. He declared that there were only a few druggists in the city who were obeying the law. He declared that when mixed with ice cream in the ice cream sodas, the chemical action was very injurious.

Inspector Jackson submitted the analyses of the samples of syrups made by Dr. George A. Ferguson of the College of Pharmacy and Raymond J. Neftell. In all of the samples there was not a particle of fruit juice. Acids were the substitute. Ammonia, salicylic acid, and other acids and alkalis constituted the bases of the flavors. The Inspector said it was impossible for druggists to give a big glass of vanilla and ice cream soda for 5 cents. He stated to the Magistrate that every person who got this for 5 cents should know that the syrup is adulterated.

Magistrate Mayo reprimanded the prisoners, and said that if any more complaints were made against them they would be severely punished. The maximum fine is $200 or six months' imprisonment, or both.

DEATH LIST OF A DAY.

Horatio Alger.

Horatio Alger, writer of boys' stories, died at the home of his sister, Mrs. Amos Cheney, at Natick, Mass., yesterday.

Mr. Alger was born in Revere, Mass., Jan. 13, 1834. He was graduated from Harvard in 1852, after which he spent three years in journalism and teaching, and another three years (1857-1860) at the Cambridge Theological School, paying his way by his contributions to the press. In 1861 he traveled in Europe, and on his return and until 1864 he acted as a private tutor. In 1864 he was ordained as pastor of the Unitarian Church in Brewster, Mass. There he remained for two years, when he came to this city to live. He soon became deeply interested in the condition of the street boys of the city, and this experience gave form to many of his writings. He contributed largely to periodical literature, and published in book form "Bertha's Christmas Vision," in 1855; "Nothing to Do; A Tilt At Our Best Society," a poem, in 1857; "Frank's Campaign; or, What a Boy Can do," in 1864; several series of books for the young, about forty volumes, including lives of Webster, Lincoln, and Garfield; "Paul Preston's Charge," 1865; "Helen Ford," a novel, 1866, and a volume of poems. "Ragged Dick," "Luck and Pluck," and "Tattered Tom" are the most popular of his series for boys.

Thomas J. McKee.

The funeral of Thomas J. McKee, who died on Sunday, was held last evening at the family residence, 237 West Twenty-fourth Street. Burial will take place to-day at Greenwood. Mr. McKee, who was fifty-nine years old, was an alumnus of the College of the City of New York, and practiced law in this city until illness compelled him to retire about three years ago. For several years preceding his retirement he acted as attorney for the Mechanics and Traders' Bank. He was best known, however, as a student of the early English drama and as the possessor of a dramatic library which is said to be surpassed by none in New York except that of the late Augustin Daly, of whom he was an intimate friend. He was a member of The Players and Grolier Club and of several literary societies. Mr. McKee is survived by a widow and two sons.

Dr. James Geary.

Dr. James Geary, for two years a Coroner's physician in the Borough of the Bronx, who lived at 372 Willis Avenue, died suddenly at his home Monday night from heart disease. He caught cold, from which he never recovered, while speaking in the last Mayoralty campaign. He was a member of the Tammany General Committee, the Brownson Catholic Club, and the Bronx Council of the Knights of Columbus. He was born in Morrisania and was graduated from St. John's College, Fordham. In 1893 and 1895 he was House physician at St. Francis's Hospital. The funeral will take place Thursday morning at 10 o'clock from St. Jerome's Church, One Hundred and Thirty-eighth Street and Alexander Avenue.

Charles J. Pusey.

Charles J. Pusey, President and General Manager of the Irondale, Bancroft and Ottawa Railroad, died in Petersborough, Ontario, last Sunday night. He was formerly General Manager of the Sodus Point and Southern Railway. Mr. Pusey was born in Chester County, Penn., on April 14, 1837, and entered the railway service in 1870. In 1876 he was President of the Hudson Suspension Bridge and New England Railroad. His connection with the Irondale, Bancroft and Ottawa began about ten years later. While holding the office of President of the last-named railroad he was also President of the St. Lawrence Railway Company of New York and of the Brockville and New York Bridge Company of Canada.

Obituary Notes.

ARTHUR A. LIBBY, founder of the big Chicago packing firm of Libby, McNeill & Libby, died at Pasadena, Cal., Monday, after a prolonged illness.

LOUIS A. LEVY, a merchant of Jersey City Heights, died at his home, 643 Newark Avenue, on Monday. He was born in Germany in 1834 and came to the United States when a boy. He was engaged in the clothing business in Jersey City for twenty-four years. He is survived by a widow, three sons and three daughters.

NICHOLAS MOONEY, one of the oldest merchants of Rahway, N. J., died there yesterday from Bright's disease. Mr. Mooney was seventy-eight years old. He was born in Cranford, N. J., and fifty-five years ago went to Rahway. He started in the carriage manufacturing business, and made money. He afterward engaged in the grocery business, and was again fortunate. About twenty-five years ago he started in the real estate business in Rahway, and remained in it until his death. He is survived by a widow and four children.

THEATRICAL GOSSIP.

William L. Lykens and H. F. McGarbie, theatrical agents, have dissolved partnership. Mr. Lykens announces that he has bought out his partner and will continue the business as before.

Manager George Lederer will discontinue matinée performances of "The Man in the Moon," beginning next Saturday. On that day the company will be present at a rehearsal of "The Rounders" in the Casino.

The administrators of the estate of John B. Stetson have made a proposition to the creditors that they take payment for their obligations with two years' interest instead of three years and four months'. If they do this, their claims are to be paid within two days after they give their consent. Otherwise the administrators will take the ten months allowed by law. The estate involves about $1,800,000.

Advance order is required if you wish to be sure of getting THE NEW YORK TIMES editions of Saturday, with Review of Books and Art, and Sunday, with Illustrated Magazine Supplement. —Adv.

Published June 1. **7th EDITION. 35th THOUSAND.** Cloth, $1.50.

"One of the greatest American historical novels."

RICHARD CARVEL.

By Winston Churchill.

"Mr. Churchill knows his London of the last century thoroughly, just as he knows the province of Maryland, where the spirit of revolution is slowly but surely developing. . . . *Goldsmith does not give a more vivid description of the debtor's jail or De Quincey of the pitiless heart of the metropolis* than is found in the volume before us."—*Indianapolis Sentinel.*

"This novel is the most extensive piece of semi-historical fiction which has yet come from an American hand; and the skill with which the materials have been handled justifies the largeness of the plan."—Hamilton Mabie in *The New York Times.*

"To say that it reminds us of 'The Virginians' is to make an audacious comparison, but one which will naturally occur to many readers. *That 'Richard Carvel' is able to stand the comparison is a great feather in Mr. Churchill's cap.* . . . In short, this is a strong and notable novel."—*The News and Courier,* Charleston, S. C.

"The charm of the book, which is very great, lies in the vividness of its pictures of the life of London and the colonies in those picturesque days. The characters are alive. *One feels as if conning the pages of some old volume of 'The Spectator.'*"—*Washington Times.*

RICHARD CARVEL.

"The young writer with his head full of the great romances is

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270 Broadway.

National Bank of Commerce
CAP. AND SUR., $8,500,000. 31 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

Central National Bank
320 Broadway.

Phenix National Bank.
49 Wall Street.

Continental Trust Company
30 Broad St.

Colonial Trust Company
CAPITAL & SURPLUS, $1,500,000.
ST. PAUL B'LD'G. 222 B'way.

Washington Trust Company
Stewart Building, 280 Broadway.

Real Estate Trust Co.,
30 NASSAU STREET.
Capital, Surplus, and Undivided Profits $900,000.
Receives Deposits, Allowing Interest.
Acts as Trustee, Transfer Agent, Registrar, &c.

PHILADELPHIA.
Fourth Street National Bank
Capital, $1,500,000. Surplus, $1,400,000.

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Transact a general banking business; act as Fiscal Agents for corporations, and negotiate security issues of railroads and other companies. Execute commission orders and deal in
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Transact a general banking business.
Receive deposits subject to draft.
Dividends and interest collected and remitted. Act as Fiscal Agent for and negotiate and issue loans of railroads, street railways, gas companies, etc. Securities bought and sold on commission.
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Member New York Stock Exchange.

New York Telephone. 4914 Cortlandt. Brooklyn Telephone. 391 Brooklyn.
Geo. H. PRENTISS & Co
DEALERS IN
LOCAL SECURITIES,
37 William St., NewYork. 208 Montague St., Brooklyn.
MEMBERS OF N. Y. STOCK EXCHANGE.

FINANCIAL.

THE CANADIAN PACIFIC RAILWAY 5% LAND GRANT BONDS.

The Trustees under the Mortgage dated 1st September, 1881, securing the payment of Five Per Cent. Land Grant Bonds of the Canadian Pacific Railway Company, desire to receive proposals for the sale to them of such Bonds up to the amount of $225,000 par value, funds for that purpose being in their hands from sales of lands.

The Mortgage provides that the Trustees may purchase Bonds at the lowest price offered, not exceeding 10% premium on the par value thereof and accrued interest.

Proposals addressed to Charles Drinkwater, Esq., Secretary Canadian Pacific Railway Company, Montreal, to be delivered at his office on or before the 8th day of August next, stating price asked in addition to accrued interest.

R. B. ANGUS, GEO. M. CLARK, JOHN TURNBULL, } Trustees.

Montreal, 10th July, 1899.

We have opened a fully equipped Branch Office at the United States Hotel, Saratoga Springs, New York.

Talbot J. Taylor & Company,
Bankers and Brokers,
30 BROAD ST., NEW YORK.

Don't Buy Without Knowing the Value of What You Buy.
OUR HAND-BOOK JUST OUT AND UP TO DATE
gives values and all particulars of R. R. and Miscellaneous Stocks and Bonds for six years past. Send 25c. (half cost) to
J. P. WINTRINGHAM, 86 Pine St., New York.

N. Y. SECURITY & TRUST CO.,
46 WALL STREET, NEW YORK.
Capital and Surplus . . . $3,000,000
CHARLES S. FAIRCHILD, President.
Wm. L. Strong, 1st V.P.; Abram M. Hyatt, 2d V.P.; Osborn W. Bright, Sec.; Zelah Van Loan, Asst. Sec.

Haskins & Sells,
Certified Public Accountants,
NO. 30 BROAD ST., NEW YORK.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

"OUTSIDE" SECURITIES
DEALT IN.
DAVID PFEIFFER, 18 Wall St.

FINANCIAL.

TO THE STOCKHOLDERS OF
The American Spirits Manufacturing Company,
The Kentucky Distilleries & Warehouse Company,
The Spirits Distributing Company, and
The Standard Distilling & Distributing Company.

Referring to advertisement of the undersigned, dated June 20, 1899, notice is hereby given that the agreement dated June 21, 1899, under the terms of which a majority of the stocks of the above-named Companies have been deposited, is hereby declared binding, operative, and effective. **The organizers have agreed, in order to afford an opportunity for absent shareholders to deposit their holdings, to extend the time for deposit of stock until July 20, 1899.**

Central Trust Company of New York,
By F. P. OLCOTT, President.

The State Trust Company,
By WALTER S. JOHNSTON, President.

To the Stockholders of
THE
AMERICAN SPIRITS MANUFACTURING CO.

The undersigned Committee, duly appointed in pursuance to resolution of the meeting of stockholders of the above-named Company heretofore held, hereby announces to stockholders of this Company that they have prepared under the direction of counsel a Stockholders' Protective Agreement in order to secure united action on the part of stockholders for the protection of their interests.

The City Trust Company of New York City, No. 36 Wall Street, New York, will act as depositary of all the stockholders.

Stockholders desiring to join such movement and protect their holdings can do so by depositing their stock with the said Trust Company under the terms of such agreement, receiving in return therefor certificates of deposit, which certificates will be negotiable.

All deposits must be made on or before Friday, July 21st, 1899.

Copies of the said agreement may be procured from said Trust Company or upon application to counsel for the Committee hereinafter named.

Dated New York, July 8, 1899.
BERT REISS,
HUGH V. RODDY, Jr.,
LEWIS W. BABCOCK,
Committee.
JAMES C. CHURCH,
WALLACH & COOK,
Counsel.

TO THE HOLDERS OF
First Mtge. 5% Bonds & Terminal 5% Bonds
OF THE
Pittsburgh Painesville & Fairport R. R. Co.

The Receiver of the above-named Company has, by special effort in your behalf, been able thus far to regularly meet the interest payments as they matured upon the Bonds.

In view of the necessity of certain expenditures for the improvement of the property, the probable early termination of the Receivership, and the reorganization of the Pittsburgh and Western Railway Company, it is important that the holders of the First Mortgage and Terminal Bonds of the Pittsburgh, Painesville and Fairport R. R. Company should take prompt action for the protection of their interests.

The undersigned will accept deposits of the above-mentioned bonds under terms of deposit, which authorize it to sell said Bonds at par and interest in cash, or to deposit them under any plan of reorganization, at the option of the depositor, such option to run for thirty days after the issuance of such plan.

Depositors will receive suitable certificates reciting the terms upon which the bonds are held.

The right is reserved to decline at any time to receive further deposits.

THE MERCANTILE TRUST COMPANY,
By LOUIS FITZGERALD, President.

Philadelphia, May 20, 1899.
TO THE HOLDERS OF THE
SECURITIES OF THE "KANSAS CITY, PITTSBURG & GULF RAILROAD COMPANY and its Terminal Companies.

Your committee deem it essential for the preservation of the value of your securities:—

First—That the securities covering the main line and the Kansas City and Port Arthur terminals be now merged and consolidated under one management.

Second—That such management be independent and in your interest alone.

Your property is of great value. It has an assured and a very large earning power. Its present financial condition is due to causes familiar to you, and which it would be difficult to avoid, even if the work were now to be done over again.

In the consolidation of the system we expect to receive the support of the foreign holders of all the securities affected. The foreign holdings are, we are informed, a majority of the whole. Pending the preparation of the plan of reorganization, we advise holders to refrain from depositing their securities with any Committee in this country. The experience of some of our fellow-bondholders has been that it is easier to deposit bonds than to get them back.

Your Committee ask the holders of the securities of the main line and terminal companies to furnish their addresses and the amounts of their respective holdings to the Chairman, care of Equitable Trust Company of Philadelphia. They will thereafter be directly and promptly informed when the plan is ready for publication, and will be made acquainted with its provisions.

WILLIAM F. HARRITY, Chairman
R. N. BAKER, (Baltimore)
AUGUST HECKSCHER, (New York)
EDW'D WAGNER, (Berlin, Germany)
SAMUEL R. SHIPLEY
SILAS W. PETTIT
WINTHROP SMITH

$4,000,000
New York City Gold
3½% BONDS,
Free from Taxes.
LEGAL INVESTMENT FOR TRUSTEES AND ADMINISTRATORS.
Maturing 1918 and 1929.
SEND FOR CIRCULAR.
Farson, Leach & Company,
35 NASSAU STREET,
NEW YORK.

The Northern Pacific Terminal Co. OF OREGON.

In accordance with the provisions of the Deed of Trust of the Northern Pacific Terminal Company of Oregon, the following bonds have been drawn for account of the Sinking Fund, viz.:

Nos. 2, 27, 356, 388, 700, 769, 787, 910, 1009, 1031, 1087, 1160, 1168, 1572, 1739, 2102, 2774, 3527, 3713, 3814,

and will be redeemed by the Farmers' Loan and Trust Company, Trustee, at its office, 16-22 William Street, New York, at 110 and accrued interest, on the 10th day of August, 1899, at which date interest will cease on the above bonds.

The Farmers' Loan & Trust Co., Trustee,
by E. S. MARSTON, President.
New York, July 18, 1899.

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INS AND OUTS OF WALL STREET
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FINANCIAL.

LOUIS MESIER, Auctioneer.
REGULAR AUCTION SALE OF
STOCKS AND BONDS
By ADRIAN H. MULLER & SON,
WEDNESDAY, July 19th, 1899,
at 12½ o'clock at the N. Y. Real Estate Salesroom, No. 111 Broadway.
(By order of Executors.)

100 shs. American Sugar Refining Co. prefd.
50 shs. Home Insurance Co.
50 shs. Pacific Bank.
100 shs. Peter Cooper Fire Ins. Co.
$5,000 Pitts. & Western Ry. Co. 1st 4 p. c. Bds., 1917.
68 shs. Chic. & Northwestern R. R. prefd.
$7,000 State Louisiana 4 p. c. Bds., 1914.
$250 Montclair Club 2d Mtge. Bds.
1 Membership New York Produce Exchange.
(By order of Trustee.)
50 shs. National City Bank of B'klyn.
(For account of whom it may concern.)
22 shs. Hanover Natl. Bank.
5 shs. United States Trust Co.
20 shs. Central Trust Co.
40 shs. 42d Street, Man. & St. Nich. Ave. R. R.
$3,000 Cent. R. R. & Banking Co. of Ga. Coll. Trust 5 p. c. Bds., 1937.
$1,000 Long Island R. R. 5 p. c. Bd., 1934.
$195 Mobile & Ohio R. R. 4 p. c. Bd. Scrip.
15 shs. Colonial Trust Co.
38 shs. Mechanics' National Bank.
$9,000 Toronto-Ham.-Buffalo R. R. 1st 4 p. c. Bds., 1946.
$8,000 Denver & Rio Grande R. R. Impt. Mtge. 5 p. c. Bds., 1928.
$10,000 Ohio Mining & Manuf. Co. 1st Bds.
(Trust Co. ctfs.)
14 shs. Bank State of New York.
75 shs. Bowery Bank.
138 shs. Chatham National Bank.
4 shs. Continental Natl. Bank.
15 shs. 5th Avenue Bank.
10 shs. German Exchange Bank.
25 shs. Lincoln Natl. Bank.
100 shs. Trow Directory, Printing & B. B. Co.
15 shs. Merchants' Refrigerating Co.
10 shs. Clev., Cin., Chic. & St. Louis R. R. prefd.
1 share Bank of N. Y., N. B. A.
10 shs. Mechanics' Natl. Bank.
$2,000 2d Avenue R. R. 1st 5 p. c. Bds., 1909.
15 shs. Title Guarantee & Trust Co.
1 share New York Life Ins. & Trust Co.
$2,000 Norfolk & Western R. R. Impt. & Extn. 6 p. c. Bds., 1934.
$1,000 Plainview R. R. 1st 7 p. c. Bd., 1908.
$1,000 Minn. Valley R. R. 1st 7 p. c. Bd., 1908.
$1,000 Roch. and No. Minn. 1st 7 p. c. Bd., 1908.
40 shs. American Union Life Ins. Co.
30 shs. Manhattan Beach Hotel & Land Co. pfd.
10 shs. Market & Fulton Natl. Bank.
71 shs. Mechanics' Natl. Bank.
3 shs. Merchants' Natl. Bank.
14 shs. Natl. Shoe & Leather Bank.
20 shs. 9th Natl. Bank.
9 shs. Central Trust Co.
20 shs. Lincoln Safe Deposit Co.
$10,000 Bluff Point Land Impt. Co. 1st 4 p. c. Bds., 1940. Guar.
$13,000 Chic., Mil. and St. Paul Ry. Co. (Fargo & So. Div.) 6 p. c. Bds., 1924.
$10,000 University City N. Y. (Washington Square Building) 1st 4 p. c. Bds., 1920.
$5,000 Cedar Rapids and Missouri River R. R. 1st 7 p. c. Bds., 1916.
20 shs. Brooklyn Trust Co.
60 shs. Natl. Bank of Commerce.
40 shs. Nttl. Surety Co.
15 shs. American Exchange Natl. Bank.
50 shs. Merchants' Natl. Bank.
$1,000 Man. Beach Hotel and Land Co. Genl. 4 p. c. Bds., 1940.
$4,000 Man. Beach Hotel and Land Co. Genl. 4 p. c. Gold Bds., 1940
$8,000 Louis., New Alb. and Chic. R. R. (Chic. and Ind. Div.) 1st 6 p. c. Bds., 1911.
10 shs. Hamilton Trust Co.
9 shs. North American Trust Co.
100 shs. Fort Wayne Gas Co.
5 shs. Logansport and Wabash Valley Gas Co.
$1,000 Chic. and No. West. R. R. 5 p. c. Skg. Fd. Deb. Bd., 1933.
10 shs. Central Trust Co.
42 shs. Mutual Gas Co.
38 shs. Louisville, New Albany & Chic. Ry. prefd.
113 shs. Louisville, New Albany & Chic. Ry. common.
$5,000 Brooklyn Ferry Co. Cons. 5 p. c. Bds., 1948.
$1,000 City of San Antonio, Texas 5 p. c. Refunding School Bds., 1905.
$5,000 Atlantic Coast Elec. Ry. Genl. Mtge. 5 p. c. Bds.

Wisconsin Central
REORGANIZATION.

To holders of undeposited or unassented bonds and stocks of the WISCONSIN CENTRAL COMPANY, of the WISCONSIN CENTRAL RAILROAD COMPANY, and of the so-called Leased Lines.

Deposits can no longer be received by the Reorganization Committee under the plan of APRIL 10TH, 1899, as the properties have to-day passed to ownership and possession of the new Company, the WISCONSIN CENTRAL RAILWAY COMPANY, to which Company, at its office, No. 24 Exchange Place, New York, all such security holders of the old Companies are referred for further information.

GEORGE COPPELL, Chairman
Reorganization Managers.
New York, July 18th, 1899.

WRITE FOR INFORMATION OF THE NEW investment to W. J. MADDEN, Equitable Life Assurance Society, 120 Broadway, N. Y.

DIVIDENDS.

Oregon Shortline Railway Company
First Mortgage 6% Bonds.

Coupons due August 1st, 1899, from the above-mentioned bonds will be paid at maturity on presentation at the office of the Treasurer of the Oregon Short Line Railroad Company, No. 120 Broadway, New York, N. Y.

Temporary receipts will be issued for packages of coupons left for verification on and after Monday, July 24, 1899.

Oregon Short Line Railroad Company.
FREDERIC V. S. CROSBY, Treasurer.

National Wall Paper Company,
416-418-420-422 BROOME STREET,
Corner Elm Street,
New York, N. Y.

The Board of Directors has declared that a quarterly dividend of Two Per Cent. (2%) on the Debenture Stock of this Company be paid on August 1st, 1899.

Checks will be mailed from this office.

Transfer Books will be closed on July 27th, 1899, and reopen on August 2d, 1899.

GEORGE W. WHITE, Secretary.

Office of the Phenix Insurance Company,
Brooklyn, N. Y., July 17, 1899.
86TH DIVIDEND.

The Board of Directors have this day declared the semi-annual dividend of FIVE PER CENT., (5%,) payable on demand at their branch office, No. 47 Cedar Street, New York, N. Y., to stockholders of record on this date.

WM. A. WRIGHT, Secretary.

DIVIDEND.
Office of National Surety Company,
346 Broadway, New York, July 11th, 1899.

THE EXECUTIVE COMMITTEE has this day declared a dividend of Five Per Cent. (5%) on the capital stock of the Company, payable on July 25th, 1899. The transfer and registration books will close at 3 o'clock P. M. on July 14th, 1899, and reopen at 10 o'clock A. M. on July 25th, 1899.

BALLARD McCALL, Secretary.

The Lawyers' Title Insurance Company of New York,
37 & 39 Liberty St. and 44½ & 46 Maiden Lane.
New York, July 7, 1899.

The Board of Directors of this company has this day declared a dividend of 2½ PER CENT., and an extra dividend of 1 PER CENT., payable at the company's offices on Aug. 1, 1899. The transfer books will be closed Saturday, July 15, and reopened on Wednesday, Aug. 2.

JOHN DUER, Treasurer.

THE TRANSFER BOOKS OF THE GENERAL First Mtge. 4 per cent. Registered Bonds of the Cincinnati, Indianapolis, St. Louis & Chicago Ry. Co. will close at the office of the Central Trust Co. of N. Y. Monday, July 24, 1899, at 3 o'clock, preparatory to the payment of the quarterly interest thereon, due August 1, 1899, and will reopen August 1 at 10 A. M.

E. F. OSBORN, Secretary.
Cincinnati, Ohio, July 15, 1899.

THE TRANSFER BOOKS OF THE GENERAL First Mtge. 7 per cent. Registered bonds of the Columbus & Toledo R. R. Co. will close at the office of J. P. Morgan & Co., N. Y., Monday, July 24, 1899, at 3 o'clock preparatory to the payment of the semi-annual interest thereon, due August 1st, 1899, and will open August 1st at 10 A. M.

WILLIAM M. COTT, Treasurer.
Columbus, Ohio, July 15, 1899.

HOLDERS OF TEMPORARY CERTIFICATES for preferred stock of the ROYAL BAKING POWDER CO. are hereby notified that they will receive check for dividend, payable July 1st, on presentation of their certificates, at the office of the
United States Mortgage & Trust Co.
59 Cedar St., N. Y. City.

Globe & Rutgers Fire Insurance Co.,
Nos. 80 and 82 William St.
New York, July 11, 1899.

The Board of Directors have this day declared a semi-annual dividend of Three Per Cent., payable July 20, 1899. The transfer books will be closed from July 15th to July 20th, both inclusive.

WM. VALENTINE, Secretary.

The German-American Bank,
New York, July 17, 1899.

The Board of Directors have declared a dividend of THREE PER CENT., free of tax, payable on and after Aug. 1. The transfer books will be closed from July 22 to Aug. 2.

J. F. FREDERICHS, Cashier.

LOST AND FOUND.

LOST.—Notice is hereby given that stock certificate No. A-1645, for seventy-five shares of common stock of the Federal Steel Company, standing in the name of John M. Laflin, has been lost. Transfer of this stock has been stopped upon the books of the company. Finder will please return it to A. BANKS & CO., 34 New Street, New York City, or CHARLES E. HILL, No. 141 Broadway, New York City.

MEETINGS AND ELECTIONS.

New York, N. Y., July 18th, 1899.

A SPECIAL MEETING OF THE STOCKHOLDERS of Round Island Company will be held on the 2d day of August, 1899, at one o'clock P. M., at the office of such Company, Room 103, No. 45 Broadway, in the Borough of Manhattan, in the City of New York, N. Y., for the purpose of voting upon a proposition to increase the capital stock of said Company from Fifty Thousand Dollars, consisting of Five Hundred Shares of the par value of One Hundred Dollars each, to Two Hundred and Fifty Thousand Dollars, to consist of Two Thousand Five Hundred Shares of the par value of One Hundred Dollars each.

CHARLES G. EMERY,
HUBERT VAN WAGENEN,
HENRY P. DAVISON,
WM. H. VAN STEENBERGH,
LUCIEN OUDIN,
A Majority of the Directors.

Southern Pacific Company. Notice of Special Meeting of Stockholders.

Notice is hereby given that a special meeting of the stockholders of the Southern Pacific Company will be held at its office, No. 4 Montgomery Street, in the City of San Francisco, California, on the 26th day of July, 1899, at 12 o'clock noon of that day, to consider and act upon the question of the approval of the increase of the Capital Stock of said Company to the sum of $200,000,000, and of the action of the Board of Directors of the said Company in respect to such increase in said Capital Stock.

San Francisco, July 10th, 1899.
By order of the President,
E. C. WRIGHT,
Clerk and Secretary.

Continental Wall Paper Company,
1,135 Broadway.
New York, July 12, 1899.

The annual meeting of the stockholders of the Continental Wall Paper Co. for the election of Directors will be held at the office of the Company, 1,135 Broadway, New York City, on MONDAY, July 24, 1899, at 2 o'clock P. M.

ROBERT J. DYATT, Secretary.

VANDERBILT AND LACKAWANNA

A Wall Street Bulletin Is Denied by President Truesdale.

The following Wall Street bulletin of yesterday was shown to President William H. Truesdale of the Delaware, Lackawanna and Western Railroad Company:

There are said to have been important conferences quite recently in which the new management of Lackawanna has been perfecting plans with Mr. Vanderbilt for a more exclusive use of certain of the Vanderbilt connecting lines. It is well known that the Vanderbilts have a large interest in Lackawanna, and that Mr. Vanderbilt is anxious to divide as much as possible some of the responsibilities which at present rest unprofitably upon New York Central. With a proper distribution of some parts of his system with other lines to be cared for, a greater development it is believed could be accomplished with a greater profit to all concerned.

Mr. Truesdale said that he knew of no foundation in fact for such a story. If there had been conferences and plans, as stated, he, Mr. Truesdale, had been ignored, but he was not disposed to believe that he had been disregarded in this respect.

GOVERNMENT CROP REPORT.

WASHINGTON, July 18.—The following is the Weather Bureau's weekly summary of crop conditions:

The absence of rain over a large part of the Gulf and South Atlantic States has intensified the previously reported drought conditions in that section, more particularly over the interior portions of the Central and East Gulf States, Middle Tennessee, and the western portion of the Carolinas, while excessive and continuous rains over Central Wisconsin have proved unfavorable. The eastern portions of Oregon and Washington have experienced high temperatures, with drying winds, which have proved detrimental to the grain crops of those States. Over a large part of Texas, including the greater part of the inundated region of the Brazos basin, there has been an almost total absence of rain. The Brazos bottom lands, however, are not dry enough for cultivation. In the central valleys, New England, Middle Atlantic States, generally throughout the central and southern plateau regions, and California the weather conditions of the week have been favorable for the growth and development of crops and for general farming operations.

In the South Atlantic, Central and Eastern Gulf States, including Central Tennessee, Southern Missouri, and portions of Kentucky and Virginia, corn is suffering from drought and has failed rapidly during the week in Georgia and the Carolinas, upland corn in North Carolina being damaged beyond recovery. In Texas a heavy crop is assured in the northern part of the State and the late planted in the southern portion is better than was expected. In the Middle Atlantic States and generally in the great corn States of the central valleys the week has been very favorable to corn, which is now tasseling as far north as Southern Michigan. The crop has made excellent growth under most favorable temperature conditions in all Northern districts from the Missouri Valley eastward to the Atlantic Coast.

Winter wheat harvest continues where unfinished in the more northerly sections to the east of the Rocky Mountains, rains of the past week having delayed harvesting in portions of Wisconsin and Michigan. Harvesting has begun in Umatilla County, Oregon. The harvesting of Spring wheat has begun in Iowa, where it will be general in about ten days. The reports respecting Spring wheat from the Dakotas are generally favorable, and, while most of the crop in Minnesota continues promising, rust and lodging are increasing.

Oat harvest is well advanced in the central valleys and Middle Atlantic States, and in the more northerly sections the general condition of the crop is promising. Some lodging, however, is reported from Wisconsin.

The general condition of cotton in the eastern portions of the cotton belt is less favorable than in the preceding week, due principally to the prevalence of drought conditions and in part to the ravages of insects. The crop in these districts is, however, well cultivated, a considerable portion having been laid by. In Missouri, Arkansas, Oklahoma, and Texas, except in the recently flooded region and portions of Mississippi, cotton has done well and its condition is generally improved. In Texas the crop is growing nicely and as a rule is fruiting heavily. In Southwest Texas early cotton is opening, and some has been picked.

Owing to continuation of drought in Tennessee the outlook for the short acreage of tobacco in that State is very unpromising. In Kentucky the crop, previously reported as in unfavorable condition, has been greatly improved by recent rains. Cutting and curing continue in the Carolinas under very favorable weather conditions. In Ohio the crop is uneven, but in Indiana and in the Middle Atlantic States and New England tobacco is in excellent condition, a considerable acreage in Virginia being in "top." Some plowing for Fall seeding has been done in Kansas.

FOREIGN CROPS ARE SHORT.

WASHINGTON, July 18.—The Agricultural Department's foreign crop report for July states that the commercial authorities estimated the shortage in the Russian wheat crop at from 85,000,000 to 120,000,000 bushels, as compared with last year. The deficiency is most serious in the regions most favorably situated for export. In the North unseasonably cold weather has affected all the crops of hay, potatoes, and all grains except oats. The rye crop, an important one, is very short.

The Prussian official report on wheat is a little above "fair," 2.3 being the technical designation.

The Austrian outlook for wheat and rye is good in all but one province, that of Bukowina. Austria, Roumania, and Bulgaria are all slightly below their average in wheat, rice, and maize. A French estimate of the wheat crops of Spain and Italy puts it at 34,000,000 bushels below last year, the shortage being somewhat the heavier in Spain.

The wheat crop in France is represented as satisfactory, but the sanguine estimates made earlier in the season have been scaled down by later crop damage, the estimate now being 352,000,000 bushels.

In Great Britain, cable reports of a severe general storm presage considerable damage to a grain crop that otherwise would have ranked as "fair."

Hay is very much below the average. The report from India shows better conditions in Bengal and the northwest provinces than for several years previous, but this improvement does not extend to the Punjab.

National Wall Paper Company.

At the annual meeting of the National Wall Paper Company yesterday Zopher L. Howell of Philadelphia was elected a Director in place of James E. Gledhill of this city, who retired voluntarily. All of the other officers and Directors were re-elected. The condition of the wall paper trade was reported to be excellent, and it was decided to continue in operation all the plants of the company which were employed in manufacturing last year. It is said that there will be no material change in prices.

BIG ORDER FOR STEEL PLATES.

Carnegie Company Gets a Contract Amounting to $150,000,000.

PITTSBURG, July 18.—The Pressed Steel Car Company has contracted with the Carnegie Steel Company for 30,000 tons of steel plates monthly for a period of ten years. This is the largest steel contract ever awarded to one firm and amounts to about $150,000,000. A representative of the Pressed Steel Car Company said to-day that the actual cost of the material to be furnished would be $15,000,000 a year. The delivery of the contract will begin on Aug. 1 next.

Several months ago the Carnegie Steel Company contemplated the erection of a mammoth steel-car plant, but the project was abandoned and a working agreement entered into, the terms of which provide for the purchase of all the steel required by the car company from the Carnegie Company.

THE FINANCIAL MARKETS

Stocks dull.

STOCK TRANSACTIONS.

	Shares.
July 18	265,291
To date this year	105,691,390
Corresponding date last year	55,270,021

BOND TRANSACTIONS.

July 18	$1,474,500
To date this year	$583,384,420
Corresponding date last year	$438,009,380

Money rate range: Collateral loans on call, 3@4 per cent.; at three months, 3½@4 per cent.; at six months, 4@4½ per cent. Commercial paper, sixty and ninety days, 3½@4 per cent.

Net changes in stock quotations of one-half of 1 per cent. or more were:

Stocks Advanced.

Am. Smelt. & Ref.	1¾	Met. Street Ry.	¾
Am. S. & R. pf.	½	Minn. & St. Louis	1
Am. Steel & Wire	½	M. & St. L. 2d pf.	¾
Am. Sug. Refs.	¾	Mobile & Ohio	1½
Am. Tobacco	1⅛	N. Y. Central	⅛
B'klyn Rapid Tr.	2	Tenn. Coal & I.	1¼
Cont. Tobacco	1⅛	Union Pac. pf.	⅝
Cont. Tob. pf.	⅞	Un. B. & Paper	½
Den. & Rio Grande	½	U. S. Leather pf.	½
Den. & Rio G. pf.	⅝	U. S. Rubber pf.	⅞
Federal Steel	⅝	Wagner Palace Car	1
General Electric	¾		

Stocks Declined.

Am. Car & Fdy.	¾	Del., L. & West.	½
Am. Cotton Oil pf.	½	Hocking Valley pf.	1
Am. Sug. Ref. pf.	½	Laclede Gas pf.	1½
Am. Steel Hoop pf.	1	Missouri Pacific	½
B'klyn Un. Gas	4	N. Y. Air Brake	4
Canada South	½	N. Y. N. H. & H.	5
Chi., Ind. & L. pf.	1½	N. Y. C. & St. L.	½
Chi. Term. Trans.	⅝	Pressed S. Car	1
Chi. Term. Tr. pf.	⅝	Pitts. & W. pf.	¾
Col. So. 1st pf.	¾	Reading 2d pf.	½
Col. & H. C. & I.	1	U. S. Express	1
Consol. Gas	¾	West. Un. Tel.	½
Delaware & Hudson	⅝		

Net changes in bond quotations of 1 per cent. or more were:

Bonds Declined.

Col. Mid. 2-3s 1½ | Ft. W. & D. C. 1st 1½

There were no advances.

THE COURSE OF THE MARKET.

The market is in waiting mood. Transactions are small. Few traders of importance are showing open interest. The local street railway labor trouble is but one of a list of more or less consequential incidents that Wall Street waits upon. Manila news is not as inspiriting as the Stock Exchange would like it, and some other factors affecting sentiment are not quite agreeable. But Wall Street on none of these accounts affects to be excited or nervous. The chief result, so far as the security market is concerned, is dullness.

Not much over 200,000 shares were traded in yesterday, and only in two or three instances were there noteworthy changes. Short covering helped the Tobacco stocks. Smelting shares strengthened on labor trouble settlements. Sugar gave some indication of a new pool at work, and in some of the iron stocks similar signs appeared. New York Air Brake fluctuated with nervousness naturally incident to expectations of a vital judicial decision. New Haven stock broke 5 points on the sale of about a single hundred shares; there begins to be apprehension of what the recent move of New York Central into New England territory really signifies; it wasn't the trivial performance that foolish chattering in the New Haven quarter professes to consider it.

The market for money, like the market for stocks, hesitates, and this is as true of sterling exchange as in local loans. Bankers of importance, however, persist in the view that squeezes in rates are out of the question; and it is not at all the uniform expectation that gold in any large volume is to be exported.

THE MONEY MARKET.

Wall Street gave a good deal of attention to the money market situation yesterday, and in some quarters apprehensions of gold exports and higher loan rates were shown. Predictions of export engagements of gold were current during the morning, but up to 3 o'clock no such announcements had been made, and the foreign houses stated that they did not look for exports before Saturday, if then. Sterling exchange was easier during the day, and this set at rest many fears of immediate shipments.

Call money opened at 4 per cent. and held there during the greater part of the day, the bulk of the loans being made at that rate. In the afternoon, when the demand dropped off, the call figure declined to 3 per cent. Bankers reiterated their statements that money is likely to be easier toward the end of the week unless there are engagements of gold for exportation.

ATCHISON PROSPECTS.

Atchison preferred was conspicuously firm yesterday, holding well around 61 all day. The buying came largely from inside interests and from the more important commission houses, among whom sentiment on the stock seemed to be altogether bullish. Vice President Paul Morton's remarks, predicting that with three weeks more of good weather the Kansas corn crop will reach 300,000,000 bushels—double that of last year—was well received, and was responsible for more or less buying of the Atchison stocks. Mr. Morton states that business in the localities traversed by the Atchison system is excellent, that there is promise of a fine cotton crop, and that if the outlook for the orange crop is fulfilled it will be twice as large as last year, when the road carried 15,000 carloads of oranges.

Estimates of the Atchison June statement, which is to be published around the end of the month, run as high as $700,000 increase in net. Insiders, however, declare that predictions of such high figures are unwarranted, and say that it will be more conservative to look for somewhat smaller gains. They declare, however, that the prospects are that in the next three months increases in net earnings will probably be larger than are now estimated for June.

Everybody connected with the company seems altogether pleased with the outlook for business, and says that during the next few months expenses will be considerably decreased, while the chances are that gross earnings will show substantial improvements over the corresponding months of last year.

Vice President Morton and some of the Atchison traffic representatives have been in the city for the past few days, and, according to Wall Street rumor, their presence here is for the purpose of holding a conference with Southern Pacific interests to reach some amicable understanding regarding a division of traffic out of California next year.

TRACTION SHARES STRONG.

Once again yesterday Brooklyn Rapid Transit was the feature of the market. The evident improvement in the strike situation led to considerable buying for both accounts, and as a result the stock moved up steadily through the day. From 112 it advanced to 114⅝, and closed at 114, with a net gain of 2 full points. In the afternoon traders turned sellers and put out considerable stock on the advance. Flower interests and other insiders were quoted as predicting favorable developments and higher prices for the stock. Flower & Co. were heavy buyers.

The other traction shares were relatively steady. Manhattan was quite active, and, although subjected to constant pressure, held well between 117 and 118. The buying was again of good character, and there were rumors that important changes in the company's Board of Directors will take place in August or September. Some of the larger commission houses not heretofore active in the stock were buyers of Manhattan yesterday around 117⅝.

Metropolitan Street Railway fluctuated within a narrow range, and was surprisingly dull, less than 2,000 shares changing hands. The rumors that the company's employes will be ordered out, in sympathy with the Brooklyn strikers, were effective only in keeping down buying of the stock. They induced no liquidation and very little short selling.

ST. PAUL'S BIG BUSINESS.

St. Paul's excellent statement for the second week of July, showing an increase in gross of $231,000, was surprising, not only to Wall Street in general, but even to interests identified with the property. Much of the buying in the Grangers was based upon this encouraging exhibit, the larger commission houses taking heavy lots of St. Paul, Burlington, Rock Island, and Atchison preferred. St. Paul's net statement for the month of June is expected before the end of the week, and, according to well-informed insiders, it will make an exceedingly favorable showing. The gross earnings through June were very heavy, and it is believed that the net figures for the month will show that as much as 50 per cent. of the gross increase was saved for the net. Bulls on St. Paul point out that, while gross earnings in June were large, those so far this month are far exceeding them.

TOBACCO STOCKS ACTIVE.

Tobacco stocks came into prominence in the last hour yesterday, showing both activity and strength. Continental common got up to 41⅝, and the preferred to 81, the former gaining 1⅞ points and the latter 1½ points net for the day. Tobacco Trust moved up in sympathy, touching 97¼. In all the stocks there were numerous evidences of inside manipulation, and some of the buying also came from shorts. Talk of a dividend and reports of increased business were advanced as the reasons for the upward movement in the Continental shares. Brokers understood to be acting for insiders were diligent, not only in their buying, but also in their verbal bulling of the stocks.

CHICAGO AND ALTON RIGHTS.

Managers of the Chicago and Alton purchase syndicate yesterday addressed a letter to holders of proprietary interest in the syndicate announcing that they have exercised the option to subscribe for the issue of bonds under the new $40,000,000 3 per cent. mortgage. The circular states that the stockholders are to have the privilege of subscribing for these bonds at 65 at the rate of $180 bonds for each share of stock. Books close for the rights July 20, and subscriptions will be accepted as soon as the mortgage has been duly authorized. Subscription rights will expire July 31, and payment of 25 per cent. will be called about Oct. 10, the balance to be called on thirty days' notice. It is understood that the syndicate thus takes 98 per cent. of the bonds, leaving the outstanding holders 2 per cent. of the stock to subscribe for the remainder if they so desire. The rights involve a handsome profit to Alton stockholders, it being estimated that the new bonds will be worth not less than 85 per cent. On which basis the rights are equal to a dividend of about 36 per cent. on the stock.

NORTHERN PACIFIC TALK.

North

NEW YORK STOCK EXCHANGE.

Complete Transactions in Stocks—Tuesday, July 18, 1899.

—Closing.— Bid.	Asked.	Sales.		First.	High.	Low.	Last.	Net Change.
15¼	15⅝	785	Am. Car & Foundry..	15½	15½	15¼	15¼	— ⅝
59⅝	61¼	738	Am. Car & Found. pf.	59⅝	60	59⅝	60	.....
41½	41⅝	830	American Cotton Oil.	42	42	41⅝	41⅝	— ⅛
92¼	93	160	Am. Cotton Oil pf....	92½	92½	92¼	92¼	— ⅛
38	38½	3,860	Am. Smelting & Ref..	37	39	36⅜	38	+1⅛
84½	85	2,091	Am. Smelt. & Ref. pf.	84½	85¼	84⅞	84⅞	+ ½
17½	18½	220	American Malting Co.	18	18	18	18	.....
69½	70½	100	Am. Malting Co. pf...	70	70	70	70	.....
6½	6⅝	235	American Spirits Mfg.	6⅝	6⅝	6¾	6¾	.....
55¾	56¼	8,860	Am. Steel & Wire....	55⅝	56¼	55⅝	56	+ ⅛
96	96⅛	835	Am. Steel & Wire pf.	96¼	96¼	96¼	96¼	.....
157	157⅛	20,660	Am. Sugar Ref. Co...	156½	157¼	155½	157⅛	+ ⅝
118	118¾	200	Am. Sugar Ref. Co. pf.	118⅛	118⅝	118	118	— ½
38	38¼	850	American Tin Plate...	38⅛	38¼	38	38	.....
84	84⅜	210	American Tin Plate pf.	85	85	85	85	+ ⅛
97⅛	97½	7,550	American Tobacco	96½	97½	96½	97⅛	+1⅛
29	29⅛	250	American Steel Hoop.	29	29	29	29	.....
75	78¾	420	Am. Steel Hoop pf....	75	75	75	75	— 1
18	18½	50	Ann Arbor	17½	17½	17½	17½	.....
19¼	19⅝	1,800	At., T. & S. F.....	19⅛	19⅝	19¼	19⅝	+ ⅛
60⅞	61	11,760	At., T. & S. F. pf....	61	61	60⅝	60⅞	+ ⅛
55½	55¾	1,420	Anaconda Copper	55⅝	55⅞	55½	55½	.....
47	47¾	100	Baltimore & Ohio....	47⅛	47⅛	47⅛	47⅛	— ⅛
72	72¼	100	Baltimore & Ohio pf..	71¾	72	71¾	72	+ ⅛
113⅜	114	52,559	Brooklyn Rapid Tran..	112	114⅜	112	114	+2
138	142	404	Brooklyn Union Gas....	138	138	138	138	—4
15	16	30	Brunswick City.....	16¼	16¼	14⅜	14⅜	.....
53½	54	100	Canada Southern	53½	53½	53½	53½	— ⅛
51¼	51¼	600	Cent. Pac., ass't pd..	51½	51½	51⅜	51⅜	— ⅛
27⅜	27⅝	1,110	Chesapeake & Ohio...	27⅝	27⅝	27⅜	27⅝	+ ⅛
135¼	135½	8,080	Chi., Bur. & Quincy...	135½	135⅝	134⅞	135⅛	.....
58	58	100	Chicago Con. Traction.	57¾	57¾	57¾	57¾	.....
14⅛	14¼	1,000	Chicago Great West....	14¼	14¼	14⅛	14⅛	.....
10	10¼	100	Chi., Ind. & Louis....	10¼	10½	10½	10½	.....
40	41	200	Chi., Ind. & Louis. pf.	41½	41½	41	41	—1½
130⅞	131	12,560	Chi., Mil. & St. Paul..	131¼	131¼	130¾	131	.....
150	160	100	Chicago & Northw....	159⅞	159⅞	159⅞	159⅞	— ⅜
116¾	117	4,520	Chi., Rock Isl. & Pac.	116¾	117	116¾	116⅝	+ ⅛
144½	15¼	100	Chicago Term. Trans.	15	15	15	15	— ⅛
48	49	100	Chi. Term. Trans. pf.	48½	48⅝	48½	48⅝	+ ⅛
57⅝	58¼	115	C., C., C. & St. L....	57⅝	57⅝	57⅜	57⅜	— ⅛
43½	44½	100	Col. Southern 1st pf .	43½	43½	43½	43½	— ¾
13¾	14	250	Col. & H. C. & Iron...	13¾	13¼	13	13	—1
180	181	400	Consolidated Gas	181	181	180¼	180¼	— ¾
41¾	41¼	14,255	Continental Tobacco ..	39⅝	41⅞	39⅝	41⅜	+1⅛
80½	81¼	2,335	Continental Tobac. pf.	80	81	80	80⅜	+ ⅛
121½	122¼	354	Delaware & Hudson..	121¾	121¾	121¾	121¾	— ⅛
167	169	100	Del., Lack. & West....	168	168	168	168	— ⅛
21⅜	21⅞	1,300	Denver & Rio Grande.	21⅝	21⅜	21½	21⅜	+ ⅛
75⅝	75⅞	1,250	Denver & R. G. pf....	75½	75⅝	75½	75⅝	+ ⅛
58⅜	58⅞	3,325	Federal Steel	58	59	57⅝	59	+ ⅝
80¼	81	630	Federal Steel pf	80½	80⅝	80¼	80⅝	+ ¼
119	120	1,420	General Electric	120½	120½	119½	119½	+ ¾
68⅛	68⅜	300	Glucose Sugar Ref...	68⅝	68⅝	68⅛	68⅛	.....
167	169	40	Great Northern pf	168¼	168¼	168¼	168¼	.....
115½	116⅜	100	H. B. Claflin Co.....	116½	116½	116¼	116¼	.....
21½	23	60	Hocking Valley	22¼	22¼	22¼	22¼	.....
57½	57	100	Hocking Valley pf	57	57	57	57	—1
115½	115¾	30	Illinois Central.....	115½	115¼	115¼	115¼	.....
41	41¼	100	International Paper ...	41½	41½	41¼	41¼	+ ¼
79	79¼	700	Internat. Paper pf....	79	79¼	79	79¼	— ⅛
7⅝	7¾	30	K. C., Pitts. & Gulf...	7⅝	7⅝	7⅝	7⅝	.....
96	100	130	Laclede Gas pf	95½	96	95½	95½	—5½
68	74	200	Long Island	70	70	70	70	.....
71⅜	72	1,340	Louisville & Nashville.	72⅜	72¼	71⅞	71⅞	+ ¼
117¾	117¾	20,910	Manhattan Con	118	118⅜	117⅝	117⅞	+ ⅛
220¾	221¾	1,600	Met. Street Railway ..	220	221⅜	220	221	+ ¾
14½	14⅝	100	Michigan Central	14⅝	14⅝	14⅝	14⅝	+ ⅛
111	23	100	Michigan Central	111	111	111	111	.....
54½	56	100	Minn. & St. Louis....	55	55	55	55	+1
90	92	100	Minn. & St. L. 2d pf..	90⅜	90⅜	90⅜	90⅜	+ ⅜
34	34¼	400	Mo., Kan. & Texas pf.	34¼	34¼	34	34	— ⅛
47½	47⅝	4,000	Missouri Pacific	47⅜	47⅜	47¼	47⅜	— ⅛
44	44¼	450	Mobile & Ohio	44	44⅜	44	44⅜	+1⅜
46	47	85	National Biscuit Co..	45⅞	46	45⅞	46	.....
49	50	200	National Steel	50	50	50	50	.....
116	116¼	100	New Jersey Central....	116	116	116	116	.....
212	215	2,885	New York Air Brake..	217	223	212	213	—4
138¾	138⅞	7,260	New York Central....	138	139	137⅝	138⅞	+1
212	215	145	N. Y., N. H. & H....	214	214	214	214	—5
2⅜	13	100	N. Y., Chi. & St. L...	13	13	13	13	— ⅛
23	26¼	456	N. Y., Ont. & West....	26	26	24	26	+ ⅛
20¾	20⅞	135	Norfolk & Western....	20⅞	20⅞	20⅞	20⅞	.....
70¼	70⅝	858	Norfolk & West. pf....	70⅛	70⅛	70⅛	70⅛	.....
50¼	50⅝	4,460	Northern Pacific.....	50¼	50¼	50	50¼	— ⅛
77	77¼	2,000	Northern Pacific pf....	77	77¼	77	77¼	+ ⅛
83	90	80	Pacific Coast 1st pf..	83	83	83	83	.....
47¼	47½	170	Pacific Mail	47⅜	47⅝	47⅜	47⅜	— ⅛
134½	135	7,035	Pennsylvania R. R...	135¼	135¼	135	135¼	— ⅜
117	117¼	2,526	People's Gas, Chicago.	117	117⅜	116⅝	117¼	+ ⅛
53	53¼	10	P. C., C. & St. L.....	53⅜	53⅜	53¾	53¾	.....
49	50	100	Pressed Steel Car	50	50	50	50	—1
82	83	100	Pressed Steel Car pf...	82½	82⅜	82⅛	82⅛	— ⅜
9	10	100	Pitts. & West. pf.....	9	9	9	9	— ⅛
159	160	236	Pull. Pal. Car Co.....	160	160	160	160	— ¾
20¾	21	300	Reading	20¾	20¾	20¾	20¾	— ¼
60	60¼	1,620	Reading 1st pf	60	60¼	60	60¼	.....
33¼	33⅜	3,250	Reading 2d pf	34	34	33⅝	33¾	— ⅛
14⅜	14½	820	St. Louis Southw.....	14¼	14½	14¼	14¼	— ⅛
35½	35⅝	2,260	St. Louis Southw. pf..	35¼	35¾	35⅛	35⅛	— ⅛
10⅜	10⅞	10	St. Paul & Omaha....	108	108	108	108	.....
31¼	31⅝	800	St. Paul & Omaha pf..	31⅝	31⅝	31¼	31¼	— ⅛
11¼	11½	100	Southern Railway	11¼	11¼	11¼	11¼	— ⅛
51¼	51¾	970	Southern Railway pf.	51¼	51¼	51	51	— ¼
14	15¼	25	Standard Dis. & Dis...	14	14	14	14	.....
7⅜	7⅝	24	Standard R. & T.....	7¼	7¼	7¼	7¼	.....
69¼	69¾	2,200	Tenn. Coal & Iron....	68½	69¼	68⅜	69¼	+1⅛
22	22⅜	1,025	Texas Pacific	22¼	22¼	22	22⅜	— ⅜
190	200	100	Third Avenue	190	190	190	190	.....
42⅝	42⅞	2,670	Union Pacific	43	43	42¼	42⅞	.....
76⅜	77	2,245	Union Pacific pf.....	76⅝	77	76	77	+ ⅝
26	27¼	100	Union Bag & Paper....	26	26	26	26	+ ¼
76	79	300	Union Bag & Paper pf.	78	78	78	78	+ ¼
48	50	170	United States Express.	49	49	49	49	—1
5¾	6	135	United States Leather.	5¾	5¾	5¾	5¾	— ⅛
71⅜	71⅞	1,315	U. S. Leather pf.....	71⅜	71⅜	71¼	71⅜	+ ⅛
49¼	49½	1,600	United States Rubber.	49⅜	50	49⅜	49⅜	— ⅛
116	117	100	U. S. Rubber pf	116½	116½	116¼	116¼	+ ⅛
22¾	22⅞	800	Wabash pf	22	23	22¼	22¾	+ ⅛
182	186	215	Wagner Palace Car...	182	182	182	182	+1
90	90¼	901	Western Union Tel....	90	90	89¾	90	— ⅛
8⅝	9	100	Wheeling & Lake Erie.	9	9	9	9	.....
15¼	15½	230	Wis. Cent., when iss..	15	15½	15	15½	— ⅛
52¾	53¼	30	Wis. Cent. pf., w. iss..	52½	52½	52½	52½	.....
Sales.....		265,291						

Bid and Asked Quotations.

The following were the closing quotations for Government bonds and for stocks in which there were no transactions:

	Bid.	Asked.		Bid.	Asked.
2s, r., 1891	100¾	...	Laclede Gas.	54	55
3s, r., 1918	108¾	108¾	L. E. & W.	18	18½
3s, c., 1918	109	109½	L. E. & W. pf.	...	...
3s, 1918, sm.	108½	109½	pf.	75¼	75¾
4s, r., 1907	112	112½	Lake Shore.	209	210
4s, c., 1907	112¾	113½	Mahoning R. R.	150	...
4s, r., 1925	120	120½	M. C. R. pf.	105	...
4s, c., 1925	120	130½	Man. Beach.	10	23
5s, r., 1904	111¼	111¾	Mad. Sq. pf.	63	75
5s, c., 1904	112½	113	M. W. S. El.	...	...
D. C. 3-65s	119	...	of Chi.	15	15¾
—	—	—	M. W. S. El.	...	...
Adams Exp.	112	114	of Chi. pf.	55½	57
Am. & Brit.	105	...	Mex. Mtd.	48	...
Am. Coal.	140	...	Mex. N. cfs.	3⅝	3¾
Am. D. Tel.	...	30	M., St. P. &	...	...
Am. Exp.	137	140	S. S. M.	24	25
Ai. S. M. pf.	...	30	M., St. P. &	...	...
Ai. T. & C.	...	104	S. S. M. pf.	64	65
Am. T. pf.	143	145	Mo., K. & T.	12	13
Ann A. pf.	41	42	Nat. S. pf.	90	90½
B. & O. S.	...	...	Nat. Bis. pf.	100	100¾
W. pf. cfs.	7½	10	Nat. Lead.	29	30¼
B. & L. E. pf.	106½	...	Nat. Lead pf.	112	112½
B. R. & P.	32½	34½	N. L. O. cfs.	2	4
B., R. & P. pf.	...	73	Nat. Starch.	6	7½
C. N. C. R. &	...	...	Nat. St. 1st	...	...
N.	100	...	pf.	46	59½
Can. Pac.	96¾	97½	Nat. St. 2d	...	...
Cap. Tract.	93	96	pf.	15	23
Cen. Ohio.	150	...	N. C. Coal.	37	39
C. & E. Ill.	73½	75	N. Y., C. &	...	...
C. & E. I. pf.	122	126	St. L.	68	75
Chi. Gt. W.	...	...	St. L. 2d pf.	32½	33¾
pf., A.	68¼	69	Norf. South.	66	...
C. G. W. pf.,	...	...	North. Am.	10⅞	11½
B.	30¼	32¾	Ont. Mining.	7	8
C. G. W. d.	89½	90¾	O. R. &	...	...
C. M. & St.	...	...	N.	40	45
P. pf.	173	174½	O. R. &	...	...
C. & N. W.	...	...	N. pf.	74½	77
pf.	193	198	Pac. Coast.	38	40
C. C., C. &	...	...	Pac. Coast	58	60
St. L. pf.	98¼	99½	2d pf.	...	...
C., L. & W.	3	11	Penn. Coal.	375	...
C., L. & W.	...	...	P., D. & E.	2	2½
pf.	37¾	41	Peo. & East.	3	5
Cleve. & P.	184	...	P., C. C. &	...	...
C. C. & I.	13¾	2	St. L. pf.	82	85
C., C. & I.	...	5	Pitts., Ft. W.	...	...
C. F. & I.	45½	46	& C. sp.	182	...
C. F. & I.	...	...	P. & W. pf.	...	...
pf.	103	108	cfs.	9	10
Col. Mid.	4	6	Quicksilver.	2	2½
Col. Mid. pf.	15¼	16	Quicksil'r pf.	9¼	10¾
Col. South.	4¾	5	Rens. & Sar.	191	...
C. S. 2d pf.	16½	17½	Rio Gr. W.	33	38½
Com. Cable.	179	...	R. G. W. pf.	79	80
Consol. Coal.	50	56	St. J. & G. I.	4	5
Consol. Ice.	41¼	43¾	St. J. & G. I.	...	...
Consol. I. pf.	90	92	1st pf.	43	46
D. M. & Ft.	...	...	St. J. & G. I.	...	...
D.	20¼	20¾	2d pf.	12½	16
D. M. & Ft.	...	...	St. L. & S.	...	...
D. pf.	106	125	F.	10¼	10½
Detn Ave.	80	...	St. L. & S.	...	...
Erie	13	14	F. 1st pf.	69½	71
Erie 1st pf.	36	37½	St. L. & S.	...	...
E. T. & T.	96	99	F. 2d pf.	37	37½
Ev. & T. H.	39	39½	St. P. & D.	53½	54¼
Ev. & T. H.	...	...	St. P. & D.	...	...
pf.	82	85	St. P. & O.	102	104
F. & P. M.	30	32	St. P. & O.	...	...
F. & P. M.	...	...	pf.	173	190
pf.	57	62	Sil. bull. cfs.	60	61
F. W. & R.	...	...	Sixth Av.	200	...
G.	22	24	Stand. D. pf.	...	60
Glucose pf.	107	107½	T. & O. C.	...	20
Homestake	72	77	T. & O. C.	...	40
Ill. C. L.	100	...	pf.	...	...
Int. Silver.	13½	15	T. C. R. T.	67¼	68
Int. Silver pf.	12	12½	T. C. R. T.	...	...
Iowa Cen.	48½	49½	pf.	137½	140
Joliet & Chi.	180	...	U. S. R.	170½	...
Kan. & Mich.	10½	15	Wabash	7¾	8
K. & D. M.	3½	4½	W. F. Exp.	125	130
K. & D. M.	...	...	W. & L. E.	...	...
pf.	18	19	1st pf.	50	55
Knick. Ice.	50	51½	W. & L. E.	...	...
Knick. I. pf.	74	77	2d pf.	24½	25

INDUSTRIAL EXCHANGE BIDS.

The following bids for securities were made on the Industrial Exchange yesterday:

Whitney S. F. Arms	50
American Biscuit bonds	108
Binghamton Gas 5s	92½
Cuban bonds, 1889	⅜⅝
Cuban bonds, 1872	⅞⅝
Cuban bonds, 1896	⅞⅝
Fern. Coal Company	15.00
Journeay & Burnham	5.00
Journesy & Burnham pf.	25.60
Marshall Mill	60
New York Biscuit bonds	110½
Retsof bonds	75
Retsof stock	15

EXPORTS OF MERCHANDISE.

Exports of general merchandise from the Port of New York for the week were valued at $7,162,040, against $9,534,744 in the preceding week and $7,922,410 in the corresponding period last year. Total since Jan. 1, $252,601,888, against $272,037,048 in the corresponding period last year.

BULLION AND MINING.

Silver bullion certificates were quoted on the Stock Exchange at 60@61. There were no sales.

Bar silver in London was quoted at 27¾d per ounce and in New York at 60¼c. Mexican silver dollars at 48c.

On the Consolidated Exchange 100 shares of Best & Belcher sold at .58, 1,000 Cripple Creek Consolidated at .11, 600 Crown Point at .21, 300 Potosi at .45, 200 Syndicate at .08, and 200 Yellow Jacket at .33.

On the Industrial Exchange 2,000 shares of Allinance Gold sold at .14@.15, 9,500 Burt Gold at .03¼, 2,000 Gregory Gold at .03¼, 4,000 High Five at .37½@.37@.37½, 300 Jennie Blanche at .53½, 500 Morenci Copper preferred at 1.50%@1.52@1.51⅞, and 1,500 Waldorf at .02@.02¼.

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Closing bids for mining stocks on the Consolidated and Industrial Exchanges:

CONSOLIDATED EXCHANGE.

Alice	.70	Potosi	.44
Adams Consol	.05	Quicksilver	2.10
Breece	1.05	Quicksilver pf	8.00
Brunswick Con	.16	Savage	.20
Caledonia M. H.	.50	Sierra Nevada	.56
Crown Point	.24	Standard	2.35
Con. Cal. & Va	1.85	Small Hopes	1.20
Com. T. Co. stock	.04	Union Consolidated	.34
Com. T. Co. bonds	.04	Utah	.10
Com. T. Co. scrip	.06	Victor	1.00
Crescent	.15	Yellow Jacket	.28
Catalpa	.20	Argentum Juanita	.24
Deadwood Terra	.30	Alamo	.08
Eureka Consol	.50	Anaconda	.44
Father De Smet	.10	Cripple Creek Cons	.10
Gould & Curry	.35	Creede & Cnip. Creek	.07
Hale & Norcross	.32	Gold & Globe	.04
Homestake	65.00	Golden Fleece	.22
Horn Silver	1.20	Isabella	.75
Independence	.50	Mollie Gibson	.28
Julia Consol'dated	.02	Mount Rosa	.23
Lady Washington	.06	Pharmacist	.04
Leadville Con	.08	Portland	1.80
Little Chief	.20	Specimen	.06
Mexican	.50	Union	.27
Moulton	.30	Work	.21
Ontario	7.00	Ala. Fdy. No. 2	.11½
Ophir	1.00	Ala. Fdy. No. 3	.13½
Occidental	.22	Ala. Fdy. No. 4	.12½
Plymouth	.10	Grey Forge	.12½
Phoenix G. Min. Co.	.08		

INDUSTRIAL EXCHANGE.

A. G. M. & M. Co.	.14½	Isabella	.78
Gold Magnet	.01¾	Mollie Gibson	.25
Morenci Cop. pf	1.51¾	Mount Rosa	.25
Rocky Mountain	.001	Old Gold	.01
Alamo	.09	Pande Basin	.40
Anaconda	.46	Portland	1.90
Anchoria	.08	Sentinel	.002½
Cr. Ck. Con	.10	Union Gold	.25
Cannon Ball	.007½	Waldorf	2.01¾
Elkton	.90	Work	.24
Gar. Con	.13	Rosario Honduras	5.00
Golden Fleece	.26		

CHICAGO QUOTATIONS.

Special to The New York Times.

CHICAGO, July 18.—Match recovered part of its recent loss to-day when it closed at 148, a gain of a point from the opening and a point and a half during the day. South Side Elevated stock continued to climb toward par. It closed at 90. Biscuit common was active between 46 and 46½, closing at 46¼; the preferred was not traded in. Metropolitan bonds brought 97. Considerable business was done in Lake Street Elevated 5 per cent. debentures at 97⅛@98.

Settlement prices:

American Strawboard	31
C. & Chi. C. & D. Co.	75⅛
Diamond Match Co. of Ill	147
National Biscuit Co. common	46
National Biscuit Co. pf	99
Chicago Brew. & Malt. Co.	2
Chicago Brew. & Malt. Co. pf	12
Milwaukee & Chicago Brewing Co	3
Milwaukee & Chicago Brewing Co. pf	19
Chicago Packing & P. Co.	12
Chicago Packing & P. Co. pf	30
North Chicago Street Railroad	244
West Chicago Street Railroad	120
South Side Elevated Railroad	98¾
Lake Street Elevated	17¾
Lake Street Elevated trust ctfs	15⅞
Street's W. S. C. Line	20

REGULAR STOCKS.

American Linseed common	9½
American Linseed pf	44¾
American Tin Plate common	37¾
American Tin Plate pf	83½
National Biscuit Co. common	46¼
National Biscuit Co. pf	99½
National Carbon common	18
National Carbon pf	80
National Steel common	49
National Steel pf	90
Diamond Match	147
West Chicago Street Railroad	120

NEW YORK STOCK EXCHANGE.

Complete Bond Transactions.

U S 3s, coupon		Mex Inter 1st 4s	
10,000	109⅛	11,000	86½
1,000	109	4,000	86⅝
Va 6s def certfs		Mo, K & T 2d	
5,000	6	20,000	67⅞
Ann Arbor 1st 4s		500	68½
2,000	96½	Mo, K & T of T 5s	
A, T & S F adj 4s		3,000	90⅛
1,000	84⅞	8,000	90
500	85	Missouri Pac cons	
6,000	84¾	3,000	119
Gen 4s		Mo Pac trust 5s	
10,000	102	2,000	100
3,000	101⅞	10,000	99½
17,000	102	25,000	100
500	101½	N Y Cent & Hud.	
5,000	102	Lake Sh col 3½s	
4,000	105⅜	10,000	101⅞
22,000	102½	10,000	101½
Balt & Ohio 3½s		3,000	101⅝
1,000	96½	Mich Cent col 3½s	
5,000	96⅝	2,000	102
15,000	96⅞	N Y Cent ext'd 4s	
25,000	96⅞	500	101
10,000	96½	500	103½
Balt & Ohio 4s		N Y Cent & H 3½s	
20,000	105⅛	10,000	111
Bklyn Un Elev 1st		N. O. & W rcf 4s	
6,000	103⅞	5,000	106
Cent Ga Ry con 5s		Norf & So 1st 5s	
3,000	97	1,000	108½
11,000	97	Norf & W Ry con 4s	
4,000	97⅛	1,000	94⅞
2,000	97	1,500	94¾
5,000	96⅞	1,500	94⅞
2,000	96⅞	10,000	95
Cent of N J gen 5s		2,000	94⅝
3,000	120⅜	3,000	95
20,000	121	Nor Pac gen lien 3s	
Registered		17,000	67⅞
8,000	120½	1,000	67½
Cent Pac 3½s, w i		Nor Pac Ry pr in 4s	
10,000	87¼	500	103⅞
Ches & Ohio con 5s		30,000	103¼
1,000	118¼	4,000	103½
3,000	119	1,000	103⅞
Ches & O gen 4½s		Ore R & N 4s	
5,000	97¼	1,000	102
1,000	97½	Pac Coast 1st 5s	
Chi, B & Q con 7s		15,000	104
1,000	113⅜	1,000	103¾
Chi & E Ill gen 5s		Penn Cos gtd 4½s	
7,000	115	10,000	110¼
C, M & St P, Chi		Peo & East 1st	
& Pac West 5s		3,000	86
1,000	121¾	Peo & Pekin Un 2d	
C, M & St P gen 4s,		5,000	100½
Series A		Reading Co gen 4s	
3,000	111¾	39,000	87¾
Fargo & So assu'd		16,000	88
5,000	137½	10,000	87⅞
Chi & N W deb 5s,		St L & Ir Mt gen 5s	
1921		16,000	113⅞
2,000	118	St. L. M & So 4s	
C, C & Ind G M		33,000	87
2,000	134½	5,000	86⅞
C, C & St L gen 4s		2,000	87
13,000	95⅛	125,000	86¾
Col Midland 1st 4s		46,000	86⅝
1,000	71	34,000	86½
Col Midland 2-4s		10,000	86⅝
5,000	80⅜	St L & S F G M 5s	
5,000	80	5,000	100¼
5,000	80½	21,000	109¾
5,000	80⅝	St L S W 1st	
Den & R G Imp 5s		1,000	95⅝
2,000	105¾	10,000	95½
4,000	105⅝	4,000	95¼
Den & R G 4s		10,000	95⅛
2,000	100¼	3,000	95¼
Detroit City Gas 5s		3,000	95½
1,000	98	5,000	95¼
5,000	98⅛	St L S W 2d inc	
Erie 4s prior bonds		15,000	63¾
10,000	92½	45,000	63½
Ev & Ind 1st con		10,000	63¾
5,000	100	3,000	63¼
Flint & P M, Port		St P & Duluth 4s	
Huron Div 5s		2,000	101½
5,000	107½	St P, M & M cons	
Ft W & D C 1st		6s, reduced to 4½s	
1,000	78	8,000	117½
2,000	78	San An & Ar P 4s	
Ft W & R G 1st 3-4s		10,000	79⅞
5,000	64	So Pac of Ariz 1st	
Gal, H & S A, Mex		10,000	112⅜
& Pac Div 5s		So Ry 1st 5s	
10,000	104	10,000	109¼
Hocking Valley 4½s		1,000	109½
6,000	101¼	5,000	109¼
2,000	101⅛	10,000	109
H & Tex Cent 1st 5s		5,000	109¼
1,000	110½	Stand R & T inc	
H & T Cent G M 4s		6,000	24⅞
14,000	88½	4,000	24½
Ill Cent. St L Div 3s		Tenn C, I & R, De	
1,000	91	Bard C & I 6s	
Ind, Dec & W 1st		12,000	107½
9,000	104	Union Pacific 4s	
Iowa Cent 1st 5s		35,000

IN THE REAL ESTATE FIELD

Eleventh Street Business Building Sold—Other Dealings at Private Contract—One Auction Sale.

William A. White & Sons have sold for Emil Block to a client, for $200,000 cash, the eight-story business building 64 and 66 East Eleventh Street, on a plot 42.5 by 95.

Samuel Goldsticker has sold to Janpole & Werner the two three-story high-stoop dwellings 112 and 114 Edgecombe Avenue, each 16.8 by 85.

L. J. Phillips & Co. have sold for Charles G. Stiefel of St. Louis to Edward J. Moloughney the lot on the north side of One Hundred and Fifth Street, 130 feet west of Park Avenue. The buyer has resold the property to a builder.

Adler & Herrman have sold the plot 100 by 100.11 at the southeast corner of Lenox Avenue and One Hundred and Twelfth Street to Marcus Hoffberg, who will erect thereon two seven-story apartment houses, 60 and 40, respectively, by 100.

Peter Axebrad has sold for Dr. Joseph Wiener to John Bahaty, for $20,575, the five-story tenement 1,356 Avenue A.

William and Julius Bachrach have bought from the Marks estate 207 East Fourth Street, and will erect a six-story stable on the property.

Jackson & Stern have sold to Samuel Goodman the four-story front and rear buildings 238 Second Street, on a lot 24.9 by 106.

B. M. Strauss & Co. have leased for Charles A. Gould to Young Brothers the entire building 603, 605, and 607 Broadway, southwest corner of Houston Street. The lease is for a long term of years, and the aggregate rental is reported at about $650,000. The building will be thoroughly remodeled and equipped with two passenger elevators, one freight elevator, electric lights, and various minor improvements. Alterations will be begun at once, and will be finished about Nov. 1, after which date the property will be known as the Young Building.

It is reported that the estate of D. C. Gately has sold the five-story flat 93 West One Hundred and Third Street.

Results at Auction.

Out of six offerings announced for yesterday, adjournment or withdrawal disposed of five. One foreclosure resulted as follows:

By Bryan L. Kennelly.

St. George's Crescent, west side, 155.6 feet from the southeast corner of Van Courtlandt Avenue and Cordova Place, 25.4 by 1.153 and irregular, three-story frame dwelling; foreclosure sale, to the plaintiff, the Sun and Evening Sun Mutual Loan and Accumulating Fund Association..... $2,000

To-day's Auction Sales.

The following sales at auction are down for to-day at 111 Broadway:

By William Kennelly, foreclosure sale, Henry M. Whitehead, referee, 163, 165, and 167 West Sixty-fourth Street, north side, 174 feet east of Tenth Avenue, each 18 by 100.5, three four-story stone-front dwellings. Due on judgment on each, $17,762.

By William Kennelly, foreclosure sale, Charles D. Olendorf, referee, 306 West Twenty-ninth Street, south side, 100 feet west of Eighth Avenue, 18.9 by 98.9, leasehold, four-story stone-front dwelling. Due on judgment, $5,714.

By Herbert A. Sherman, foreclosure sale, Howard Hasbrouck, referee, 7 East Broadway, south side, 75.6 feet west of Catharine Street, 25 by 71.7 by 25 by 71, leasehold, four-story brick tenement, with store. Due on judgment, $8,859.

By Peter F. Meyer & Co., foreclosure sale, Sidney J. Cowen, referee, 66 and 68 East One Hundredth Street, south side, 73.3 feet west of Park Avenue, each 25 by 100.11, two five-story brick flats. Due on judgment, $44,782.

By Peter F. Meyer & Co., foreclosure sale, David Thomson, referee, Park Avenue, formerly Railroad Avenue East, 62.2 feet south of One Hundred and Fifty-second Street, 62.2 by 129 by 69.2 by 151.3, vacant. Due on judgment, $3,777.

By Peter F. Meyer & Co., sale by order of the Sheriff, westerly half of Lot 708 on the map of the Village of Wakefield, Twenty-fourth Ward, being on the southerly side of Fifteenth Street, 52.6 by 114, vacant; all title and interest of Frank P. and Teresina Dursie on Jan. 22, 1898.

By Solomon De Walltearss, foreclosure sale, John Jeroloman, referee, 432 East Seventy-sixth Street, south side, 175 feet west of Avenue A, 25 by 102.2, five-story brick tenement, with stores. Due on judgment, $14,977.

THE BUILDING DEPARTMENT.

List of Plans Filed for New Structures and Alterations.

St. Nicholas Avenue, east side, 207.3 feet north of One Hundred and Fifty-fifth Street, for a one-story brick and stone library, 41.1 by 84; Washington Free Library of 311 West Seventieth Street, owner; Benson & Brockway, architects; cost, $30,000.

No. 149 West Ninety-ninth Street, for a six-story brick stable, 35 by 75; Weber & Blanke of 151 West Ninety-ninth Street, owners; Edward L. Angell, architect; cost, $12,000.

One Hundred and Thirteenth Street, south side, 100 feet west of First Avenue, for nine five-story brick flats, 25 by 88; David Cohen of 54 Thatford Avenue, Brooklyn, owner; Rudolf Werner, architect; cost, $225,000.

No. 600 to 703 Fifth Avenue and 2 and 4 East Fifty-fifth Street, for a three-story brick office building, with store, 75 by 150; estate of John J. Astor of 23 West Twenty-sixth Street, owner; Lord, Hewlett & Hull, architects; cost, $70,000.

One Hundred and Twenty-fourth Street, north side, 75 feet east of Broadway, for a six-story brick and stone apartment house, 94.8 by 88.10; Lewis & Mortimer of 607 West One Hundred and Twenty-fifth Street, owner; George F. Pelham, architect; cost, $105,000.

Alterations.

No. 516 Trinity Avenue, to a three-story brick and frame flat; Joseph A. Brantigan, premises, owner; Louis Falk, architect; cost, $1,000.

One Hundred and Fifty-second Street, south side, 325 feet west of Courtlandt Avenue, to a two-story frame dwelling; Sebastian Fisher of 582 East One Hundred and Forty-ninth Street, owner; Louis Falk, architect; cost, $1,000.

No. 601 Bergen Avenue, to a one-and-a-half-story frame dwelling; Simon Katzenstein, owner; Louis Falk, architect; cost, $1,000.

Home Street, north side, 25 feet east of Bryant Street, a two-story and basement frame dwelling; Cora E. Eckert of 1,255 Home Street, owner; L. E. Vanacek, architect; cost, $800.

No. 96 Front Street, to a five-story and attic brick office building and lofts; estate of John Caswell of 87 Front Street, owner; T. Rae, architect; cost, $1,000.

No. 118 East Sixty-sixth Street, to a three-story brick stable and dwelling; Theodore Schumacher of 61 East Sixty-sixth Street, owner; James E. Ware & Son, architects; cost, $3,000.

No. 24 Marion Street, to a three-story brick loft building; Myer Greenberg of 99 Nassau Street, owner; D. N. B. Sturgis, architect; cost, $5,000.

No. 13 East Thirty-third Street, to a five-story brick dwelling; John J. Astor, owner; A. M. Napier of 25 West Twenty-sixth Street, architect; cost, $2,000.

No. 37 East Sixty-seventh Street, to a four-story brick and stone dwelling; James R. Steers of 1 Broadway, owner; Blake & Butler, architects; cost, $5,000.

No. 5 West Fifty-sixth Street, to a four-story brick dwelling; Esther H. Cromwell, owner; Carrere & Hastings of 28 East Forty-first Street, architects; cost, $14,000.

No. 84 East Fifty-sixth Street, to a four-story and basement brick dwelling; S. B. Osgood of 127 West Fifty-eighth Street, owner; C. A. Gifford, architect; cost, $1,800.

No. 320 West Ninety-first Street, to a four and five story brick dwelling; John J. Smith, agent for owner; James E. Ware & Son, architects; cost, $1,000.

Nos. 25 and 27 West Thirteenth Street, to a five-story and basement brick store; Laura F. Hearn of 46 East Sixty-ninth Street, owner; J. B. Snook & Sons, architects; cost, $1,200.

TO IMPROVE AN ASTOR PLOT.

A $70,000 Three-Story Studio and Store Building at Fifth Avenue and Fifty-fifth Street.

The filing of plans by the estate of John Jacob Astor for a three-story office building to be erected at the southeast corner of Fifth Avenue and Fifty-fifth Street occasioned a little surprise among real estate men yesterday, both because the business part of Fifth Avenue has not yet advanced to Fifty-fifth Street and because the Astors had decided to build nothing more pretentious than a three-story building on the plot.

One of the trustees for John Jacob Astor said yesterday that the designation "office building" was misleading. There will be stores on the street floor of the building, while the upper floors will be devoted to studios. The corner store, according to the present plans, will be about 30 by 90 feet. Two other stores on the avenue front will each be about 20-foot front, and at the rear on the street there will be three 19-foot stores. The entire plot is 75 by 150 feet in size.

It seemed more advisable, according to the same informant, to erect this building at a cost of $70,000, than to spend half a million upon a larger structure, before the ultimate character of that neighborhood has been determined, and before the class of improvement for the large vacant corner on the opposite side of the avenue, owned by St. Luke's Hospital, has been decided upon.

In the same block on Fifth Avenue in which the store and studio building will be erected are the residences of William Rockefeller, George Brewster, and James Byerard, while adjoining on the Fifty-fifth Street side are those of Frederick A. Bell, Samuel Thorne, Joseph Pulitzer, and Alexander Maitland. It was said yesterday that efforts to dispose of the Astor plot for residential purposes had been unavailing.

New Free Library Building.

Plans were filed at the Department of Buildings yesterday for a one-story Indiana limestone and terra cotta building, to be erected on the east side of St. Nicholas Avenue, north of One Hundred and Fifty-fifth Street, for the Washington Heights Free Circulating Library. The building will occupy a plot 41.1 by 89.7, and is estimated to cost $30,000. E. S. Whitman of 311 West Seventieth Street is President of the library.

Recorded Real Estate Transfers.

Tuesday, July 18.

AMSTERDAM AV, s e corner of 126th St, runs e 4.6 to s s of Manhattan St x s e 155.4x s 81x w 6x n 40.10x w 100 to avenue x99.11; Augustus S. Hutchins to Agnes J. Hutchins, ½ part..... $1

AMSTERDAM AV, w s, 50.8 ft s of 92d St, 25x100; Frederick W. Sauer and others to Theresa Sommer..... 100

ANTHONY AV, w s, 796 ft n of Southern Boulevard, 44.10x78.5x39.11x79.10; Henry S. Trenchard to Pasquale and Victoria Fusco..... 1,200

AVENUE B, w s, 500 ft s of Cliff St, 100x100; William and Louis M. Ebling, executors, &c., to William H. Ebling, Jr..... 12,000

BOSTON AV, s e corner of 164th St, 26.10x86.2x25x76.5; Edmund E. Murphy to Thomas O'Rorke..... 1

CLIFTON ST, s s, 53.5 ft w of Tinton Av, 21.9x76.2; Effie Kennellie to Richard F. Kennellie..... 1

COLUMBUS AV, w s, extends from 81st to 82d St, 204.4x133.11; Benjamin Gates et al. to Isaac Anstatt, quit claim..... 1

CROMWELL AV, centre line, 98.7 ft s of 165th St, 82x138.2x29.6x130.5; Jerome Av. e s, 521.9 ft n of 165th St, 105.10x160x irregular; Arthur W. Sias to Katharine S. and Hasbrouck Dubois..... 1

CROTONA AV, n s, 164.4 ft e of Clinton Av, 50x100.10x50x101.1; Margaret A. Sheridan to Herman Schoene..... 1

DAWSON ST, 1,105, 25x100; George F. Johnson to Elizabeth Rippel..... 8,250

DECATUR AV, n s, 69.4 ft s of Travers or 198th St, 22.1x75x21.10x75; Eugene C. Batten and another to Sarah C. Miller

EMERSON ST, w s, 50 ft n of Vermilyea Av, 50x100; Mary A. Drennan and others to Maria Drennan..... 1

EDGECOMBE AV, e s, 107.4 ft s of 137th St, 17.6x90; Margaret A. Goodridge, executrix, &c., to Henry Kreuter..... 12,000

EDGECOMBE AV, e s, 195.10 ft s of 145th St, 17.3x74.10x16.11x77.2; B. W. B. Brown, referee, to David C. Link..... 8,200

GREENWICH ST, 343, 25.2x82.8x25.6x80.7; Jay St, 19, 22.2x75x20.11x75.5; Ann Copcutt to John H. Mohlman..... 44,000

GREENWICH ST, 359, 25x70x25x78; Joseph E. Dorr and others to John H. Mohlman..... 27,000

HAWTHORN ST, w s, 100 ft n of King's Bridge Road, 50x100; King's Bridge Road, n s, 125 ft w of Emerson St, 125x150; Emerson St, n w corner of Vermilyea Av, 50x100; Emerson St, w s, 100 ft n of Vermilyea Av, 50x100; Maria Drennan to Mary A. Drennan and others..... 1

HIGH BRIDGE, or Ogden, Av, n w s, 500 ft s w of Union St, 87.6x200; Maria Weston to Irence C. Tallman..... 1

JEROME AV, e s, 408.5 ft n of 165th St, 113.4x185.8x114.8x198.11; Arthur W. Sias to Angelica S. Ketchum..... 1

LEXINGTON AV, 1,903, release dower; Harriet McConnell to Henry Corn..... 1

LOT 522, map of Arden property; Tony Cancro to John Weber..... 75

MORRIS AV, s w corner of 167th St, 100 x100; Emanuel Hochheimer to Julia Drought..... Exchange

NELSON AV, e s, 175.5 ft n of 164th St, 25x69.7x25.2x68.3; Joseph H. Jones to Charles H. Murray..... 100

PILGRIM AV, w s, 116.6 ft s of Liberty St, 25x100, Twenty-fourth Ward; Leontine Burness to Frederick Bischoff..... 1

ST. ANN'S AV, w s, 84 ft n of Westchester Av, 36.6x96.7x36.8x93; Albert Rothermel to Ludwig A. Bohne..... 1

STEBBINS AV, 942, 37.4x80; Stebbins Av, 946 to 954, 93.10x80; Louis D. Jessurun to Abraham Lindo..... 1

SULLIVAN ST, e s, 125 ft n of Houston St, 25x100; Elizabeth M. Hoe to Sarah M. Cory..... 1

THWAITES PLACE, s s, 107.8 ft w of Boston Road, 50x175; Thwaites Place, s s, 232.8 ft w of Boston Road, 50x irregular; Melissa Thwaite to Philip A. Moore

THWAITES PLACE, n s, 100.11 ft w of Boston Road, 25x100; Melissa Thwaite to Catharine R. Dougherty..... 325

VANDEWATER ST, 31; Agnes E. Goodwin to Robert F. Cole..... 2,500

WASHINGTON AV, old line, w s, 227.6 ft s of 172d St, 32.5x150; also, 1.593 Washington Av; Caroline Robinson to Beverly Robinson..... 1

WEBSTER AV, w s, 153.5 ft s of 175th St, 75.1x55.7x75x59.8; Caroline Schneebele to Annie Zieger..... 1

2D AV, n w corner of 113th St, 25.7x100; Sarah A. Carroll to Irving I. Kempner.. 1

2D AV, 786, n e corner of 42d St, 20.5x80.6; Margaret F. King and others, &c., to Mary King, in part, rerecorded..... 1

3D AV, w s, Lot 212 map of Central Morrisania, 50ix124.9; Charles D. Olendorf, referee, to John W. Cornish..... 20,000

3D AV, 1,702, w s, 27x100; Aaron J. and Isaac A. Bach to James Tyroler..... 1

5TH AV, s e corner of 117th St, 25.2x110; Julia Drought to Emanuel Hochheimer.. 1

3D ST, 129 West, 46x100; Fenxella Burrell to Morris Jacoby..... 1

4TH ST, 194, and 3 Sheridan Square, 22.10 x71.6x22.7x75.4; Anne Hallanan to Michael Hallanan..... 1

5TH ST, s s, 102 ft e of Avenue D, 24x irregular; Christian Fausel to Benjamin Blumenthal and another..... 1

9TH ST, n s, 93 ft n w of Avenue D, 25x 92.3; Joseph Kaiser to Bessie and Rachel Shweitzer..... 13,803

9TH ST, n s, Lot 116, map attached to deed of Scovell to Hall, L. 194, Cp. 439; Margaretha Hoffmann to Bessie and Rachel Shweitzer..... 1

9TH ST, n s, Lot 116, Map L, 194, Cp. 439, 25x92.3; John A. Hoffman and another to Bessie and Rachel Shweitzer, quit claim..... 1

16TH ST, 324 West, 25x41.8; John Beer and others to Bernard J. Woltering..... 8,950

23D ST, s s, 112 ft e of 10th Av, 22x98.8; Ella Jenkins to Robert A. Chesebrough.. 100

35TH ST, 142 East, 14.9x01.6; Robert Emmet to Charles C. Nadal..... 1

49TH ST, 120 West, 25x100; William Mooney and others, executors, &c., to Christopher Mooney and others..... 1

50TH ST, n s, 125 ft e of 10th Av, 25x 100.5; Julius C. Schmall and others to Patrick Kelleher..... 17,500

50TH ST, 453 West, 25x100.5; Elsworth L. Striker to Julius Schmall and others..... 1

53D ST, s s, 350 ft w of 5th Av, 25x100.5; Patrick H. Whalen, referee, to Minnie Fisher, rerecorded..... 3,700

53D ST, 328 West, 25x100.5; Daisy B. Cohen to William Bunger..... 100

53D ST, 330 West, 25x100.5; Minnie Fisher to William Bunger..... 100

53D ST, 328 West, 25x100.5; Patrick H. Whelan, referee, to Daisy B. Cohen.... 3,700

84TH ST, 117 East, 21x102.2; Joseph E. Mount to John A. Holmes..... 1

88TH ST, 263 West, 18x100.8; George F. Johnson to Emma P. Wright..... 18,750

107TH ST, n s, 225 ft e of 2d Av, 25x60x 25x58; Samuel Cohen to Isaiah Dahut..... 1

111TH ST, n s, 100 ft e of Lenox Av, 75x 100.11; Mary G. Pinkney to Frederick W. Meyer..... 100

111TH ST, n s, 100 ft e of Lenox Av, 75x 100.11; Frederick W. Meyer to Michael Romeo..... 33,000

112TH ST, n s, 140.6 ft e of 7th Av, 34.6 x100.11; Joseph Cirrito to Gaetana Cirrito..... 100

117TH ST, 341 and 343 East, 50x100.11; George Schenk to Felix Mainella..... 28,000

118TH ST, s s, 240 ft w of 8th Av, 20x 100.11; William Halls, Jr., to John Reilly..... 6,000

118TH ST, s s, 225 ft e of Amsterdam Av, 100x100.11; Central National Bank to Simon Adler and others..... 1

136TH ST, 695 East, 25x100; Furman V. Gaines and another to Laura Werner..... 100

136TH ST, 693 East, 25x100; Furman V. Gaines and another to Mathias and Sophia Goeren..... 100

139TH ST, n s, 100 ft w of Amsterdam Av, 50x99.11; Charles G. Judson to John F. Comey..... 1

135TH ST, 7 to 11 West, 53x99.11; Elizabeth L. M. Van Dolsen to Matilda S. Gilbert..... 1

139TH ST, n s, 100 ft w of Amsterdam Av, runs w 200x n irregular to 140th St x75x irregular to beginning; John F. Comey to William S. Guerineau and William H. Drake..... 1

140TH ST, s s, 150 ft e of the Boulevard, 16.4x99.11; Jane E. Cronin to Marcus M. Schenk..... 1

141ST ST, 522 to 527 West, 32x99.11; Patrick H. Lynch to Elias Kempner..... 1

147TH ST, s s, 149.1 ft e of Willis Av, 24.1x100; Sidney J. Cowen to Augusta S. Knecht..... 3,100

151ST ST, n s, 200 ft w of Amsterdam Av, 100x99.11; Elias Kempner to Patrick H. Lynch..... 1

163D ST, s s, 350 ft e of Amsterdam Av, 108x112.6; Ernest Wetterer to Edward Reernhard..... 1

188TH ST, s e corner of Delancey Place, 100x183; Henry K. Davis, referee, to William Man..... 10,000

209TH ST, s s, 100 ft e of Amsterdam Av, 125x99.11; Nicholas Schloeder, referee, to Lawrence Mulligan..... 11,700

Recorded Leases.

AMMON, Maria, to William E. and Nathan C. Howard; 817 6th Av, part, 5 years..... 2,200

FUNAI, Francesco, to Vincenzo Mariano; 9 Varick St, basement, &c., 3 years.... 480

GALLAGHER, Hugh J. and Terrence F., to Frank McCrorken; 644 11th Av, store, &c., 4 10-12 years..... 900

KRULEWITCH, Lewis, to Enrico P. Berti; 2,052 1st Av, 3 years..... 2,000

MEIGHAN, Catherina, to Michael A. Busch; 3,000 3d Av, store, &c., 10 years. $420 to 540

MORRIS, Henry L., and others, trustees, &c., to Elizabeth M. Roe; 46th St, s s, 474 ft w of 8th Av, 20x100.5, 20 years, from May 1, 1894..... 400

PARMLY, Charles H., to John V. Singleton; 344 West 29th St, 17-12 years..... 1,368

ZINSSER, August, to National Enameling and Stamping Company; 78 and 80 Beekman St, 5 years..... 12,500

Recorded Mortgages.

ADLER, Simon, and others to Felix Gottschalk; 118th St, s s, 225 ft e of Amsterdam Av, 1 year..... 15,000

ADLER, Simon, and others to Kate Mordecai; 118th St, s s, 275 ft e of Amsterdam Av, 1 year..... 15,000

ASHNER, Sigmund, to Gustav Falk; 170 Front St, 5 years..... 16,000

BARNARD, Charles W., to Richard M. Montgomery; 321 and 323 West 85th St, 1-3 year..... 779

BAUHAHAN, Heinrich D. A., to Sarah H. Powell; 124th St, s s, 225 ft w of Columbus Av, rerecorded, 1 year..... 24,000

BLUMENTHAL, Benjamin, and Edwin Epstein to Christian Fausel; 5th St, s s, 102 ft e of Avenue D, 5 years..... 4,000

BRUGNELLI, Virginia, to Edwin E. Dickinson; 117th St, n s, 75 ft w of Lenox Av, 4 months..... 744

BURKE, Stephen J., to Bernheimer & Schmid; 161 East 125th St, saloon lease, demand..... 2,700

CLEAR, Michael, to Eureka Co-operative Savings and Loan Association; Crane St, n w corner of Concord Av, installments.. 1,500

COLONIAL BUILDING COMPANY to Minnie D. Caldwell; 85th St, n s, 400 ft w of West End Av, 1 year..... 10,000

CORDES, Henry, to Peter Doelger; 1,561 2d Av, saloon lease, demand..... 1,000

DAHUT, Isaiah, to Bernard Cohen; 107th St, n s, 225 ft e of 2d Av, 1 year..... 1,750

DELLAMORE, Catharine, to James and Jane Walsh; 311 West 119th St, 7 months

DREYER, Henry H., to John Mathews; King's Bridge Road, w s, 167.11 ft s of 170th St, 1 year..... 5,000

DROUGHT, Julia, to Harriet H. Wilcox; Morris Av, s w corner of 170th St, 3 years..... 12,000

EBLING, William H., Jr., to William and Louis M. Ebling, executors, &c.; Avenue B, w s, 500 ft s of Cliff St, ½ year..... 11,500

FISCHER, Magdalena, to Lorenz Ganaz; Park Av, e s, 129 ft n of 170th St, 1 year..... 2,000

FLAMMER, Charles A., to Charlotte H. Appell; 3d Av, n w s, 21.6 ft n e of 134th St, extends irregularly to 134th St, 1 year.

FLAMMER, Charles A., to Florence M. Flammer; 3d Av, n w s, 21.6 ft n e of 134th St, 1 year..... 3,500

FLAMMER, Charles A., to Louise M. Spooner; 3d Av, n w s, 21.6 ft n e of 134th St, 1 year..... 3,800

GARDNER, Bertha, to George P. Upham; 103 East 65th St, 5 years..... 17,000

GERBEREUX, Eugene, to the Mutual Life Insurance Company of New York; 214 to 218 Sullivan St, 3 years..... 60,000

GOEREN, Mathias and Sophia, to Kate Dauth; 693 East 136th St, 2 years..... 2,000

GRAHAM, William Van W., to Bradley L. Eaton; 82d St, s s, 117 ft w of Park Av, 1 year..... 4,000

GUERINEAU, William S., and William H. Drake to the Title Guarantee and Trust Company; 139th St, n s, 100 ft w of Amsterdam Av, 1 year..... 50,000

HALLANAN, Michael, to Emigrant Industrial Savings Bank; 4th St, n w corner of Barrow St, 1 year..... 10,000

HANSON, Nellie, to Bernheimer & Schmid; 1,808 Madison Av, saloon lease, demand..... 2,350

HARRIS, Charles N., trustee, to Mary A. De Navarro; 164 and 166 Park Row, n w corner of Baxter St; also 28 Columbia St, 1 year..... 5,000

HENDEL, August C., to Bowery Savings Bank; Avenue A, w s, 25.1 ft s of 80th St, 5 years..... 6,000

HENNESSY, Joseph P., to the Franklin Society for Home Building and Savings; 875 East 169th St, installments..... 2,000

HOLMES, John A., to D. McLean Shaw; 117 West 84th St, installments..... 2,750

HYMAN, Rose, to Charles W. Bohmfalk; 205 East 59th St, 50 East 58th St, and Rivington St, e s, 148.2 ft e of Bowery, 1½ years..... 3,000

JACOB, MORRIS, to American Mortgage Company; 129 West 3d St, 1 year..... 17,000

JOHNSON, Anna B., to Albert Rothermel; Union Av, w s, 170.9 ft n of Cedar St, 1 year..... 2,000

JOHNSON, George F., to Augustus Van Cortlandt; 283 West 88th St, 3 years... 14,000

JONES, Joseph H., to Robert W. Todd; Woody Crest Av, w s, 176.4 ft n of Kemp Place, 2 years..... 5,000

KELLAHER, Patrick, to Henry Burden, trustee, &c., 453 West 50th St, 5 years.. 10,000

KEMPNER, Irving I., to Joseph C. Levi, trustee, &c.; 2d Av, n w corner of 113th St, ½ year..... 6,000

KENNEDY, James, to the Society for the Relief of Poor Widows with Small Children; Anthony Av, widened, w s, 95 ft n of 175th St, 3 years..... 5,000

KNECHT, Augusta, to Julius Helderman; 147th St, s s, 149.1 ft e of Willis Av, 1 year..... 1,200

KOSVEN, Morris, to District No. 1 of the Independent Order Benai Berith; 117 and 117½ Division St, 5 years..... 10,000

KREUTER, Henry, to Edward Mitchell and another, trustees, &c.; Edgecombe Av, e s, 107.4 ft s of 137th St, 3 years.. 9,000

KROEGER, Otto H., to Margaretha Marquart; 35th St, n s, 113 ft e of 8th Av, 3 years..... 2,000

LINDO, Abraham, to Samuel Greenbaum and another; 918 to 954 Stebbins Av, 3 years, (four mortgages,) each..... 3,300

LINK, David C., to Anna M. Watkins and another; Edgecombe Av, e s, 195.10 ft s of 145th St, 3 years..... 6,000

LYNCH, Patrick H., to Elias Kempner; 151st St, n s, 200 ft w of Amsterdam Av, 1 year..... 9,500

MANIELLA, Felix, to George Schenk; 343 East 117th St, 5 years..... 1,500

MANIELLA, Felix, to George Schenk; 341 East 117th St, 5 years..... 4,500

MAURER, Carrie A., to Lucy B. Maurer; Audubon Av, w s, 25 ft n of 180th St, 1 year..... 1,200

McCORKEN, Frank, to William L. Flanagan; 644 11th Av, leasehold, demand... 1,600

MILLER, Sarah C., to Provident Savings Loan Investment Company; Decatur Av, e s, 69.5 ft s of 198th, or Travers, St, installments..... 4,752

MOONEY, Christopher, and others to American Mortgage Company; 120 West 49th St, 3 years..... 20,000

MOORE, Philip A., to Melissa Thwaite; Thwaite's Place, s s, 107.8 and 232.8 ft w of Boston Road, 3 years..... 698

MURRAY, Charles H., to Joseph H. Jones; Nelson Av, e s, 175.5 ft n of 164th St, 1 year..... 500

O'CONNOR, James P., individually and as executor, to Samuel Newmark; Avenue C, s w corner of 8th St, demand..... 400

POOLER, Louis J., to Newburg Savings Bank; Brook Av, n e corner of John St, 1 year..... 21,000

POOLER, Louis J., to James M. Wentz; St. Ann's Av, w s, 100 ft n of John St, 1 year..... 9,000

RABAU, Isaac A., to William L. Flanagan; 2,009 3d Av, leasehold, demand.. 2,000

REILLEY, John, to West Side Bank; 316 West 118th St, 1½ years..... 4,500

ROMEO, Michael, to Germania Life Insurance Company; 115th St, n s, 100 ft e of Lenox Av, 1½ years..... 51,000

SCHREPPEL, Theodore, to Anna C. Wildey; Morris Av, old line, w s, 50 ft n of Ellis Av, 1 year..... 400

SCHLEMMER, John, to John Riexinger; 541 East 85th St, 2 years..... 4,000

SCHOENE, Herman, to Samuel Cowen; Crotona Av, n s, 164.4 ft e of Clinton Av, 1 year..... 790

SCHOENE, Herman, to Margaret Sheridan; Crotona Av, n s, 164.4 ft e of Clinton Av, 1 year..... 2,750

SHEPARD, James A., to Jennie M. Tompkins; 99 Market St, 5 years..... 5,000

SHWEITZER, Bessie and Rachel, to American Mortgage Company; 745 and 747 East 9th St, 1 year..... 20,000

SHWEITZER, Bessie and Rachel, to American Mortgage Company; 745 and 747 East 9th St, 1 year..... 3,000

SOLOMON, Charlotte, individually and as executrix, to Cornelius H. Van Ness; 8th Av, e s, 75 ft n of 131st St, 3 years..... 20,000

STORMS, Sarah L. and Edward W., and another to the Port Chester Savings Bank; 3d Av, w s, adjoining land of Hodge, &c., contains 11 acres, 1 year. 6,000

TREMMEL, Ludwig, and M'chael Fuchs to Laura S. Hasbrouck; 133 Cannon St, 5 years..... 19,000

TULLOCH, David, Jr., to Alexander Walker and another; 108th St, s s, 100 ft e of 2d Av, demand..... 12,000

TYROLER, James, to Aaron J. and Isaac A. Bach; 3d Av, w s, 73.8 ft s of 96th St, installments..... 11,000

VICTOR, Samuel, to Bernheimer & Schmid; 1,748 Madison Av, saloon lease, demand. 2,875

WERNER, Laura, to Morris and Henry Kahn; 695 East 136th St, 2 years..... 2,000

WETTERER, Ernest, to the Title Guarantee and Trust Company; 163d St, s s, 350 ft e of Amsterdam Av, secures claims..... 5,968

WHEELER, James A., to Gerard P. Brouwer-Ancher; 390 West 148th St, ½ year..... 200

WINTERROTH, Anna M., to Mary A. Byrne; 12th St, s w s, 394.6 ft n w of 2d Av, 5 years..... 5,000

WOLTERING, Bernard J., to Title Guarantee and Trust Company; 324 West 16th St, 3 years..... 6,000

ZIEGLER, Annie, to Carl Wittman, guardian, &c.; Webster Av, w s, 153.5 ft s of 175th St, demand..... 6,500

Assignments of Mortgages.

AMERICAN MORTGAGE COMPANY to New York Security and Trust Company. $11,118

AMERICAN MORTGAGE COMPANY to New York Security and Trust Company. 9,084

BENZ, Adam, to Charlotte Hastorf.... 1,500

GLOECKNER, Louis J. and Bertha E. L., to George F. Fowler..... Nom.

HAMERSHLAG, Joseph, and David E. Oppenheimer to Title Guarantee and Trust Company..... 29,000

LAWRENCE, Fannie E., to Harry H. Sidman..... 900

LEVY, Charles M., to Leon Levy..... 2,000

LEVY, Leon, and Julia F. Wendell..... 2,000

LOWENFELD, Pincus, and another to Benjamin M. Holzman..... 2,301

LOWENFELD, Pincus, and another to Benjamin M. Holzman..... 2,036

LOWENFELD, Pincus, and another to Benjamin M. Holzman..... 2,504

MANDELBAUM, Harris, and another to the Corn Exchange Bank, (two assignments)..... Nom.

MARTIN, Maria L., to James E. Martin.. Nom.

MONTGOMERY, Richard M., to John O. Baker..... Nom.

MUIRHEAD, Hugh A., executor, &c., to John H. Rogan..... 2,627

NEUSTADTER, Henry, and others, as administrators, &c., to Isaac S. Isaacs.... 430

SIEGHARDT, Ferdinand A., to Augusta Schulz..... Nom.

TITLE GUARANTEE AND TRUST COMPANY to Warwick Savings Bank..... 35,000

TYROLER, James, to Aaron J. and Isaac A. Bach..... 3,600

WINSLOW, Edward, to Henry W. Ford, trustee, &c..... 100

Mechanics' Liens.

FLEETWOOD AV, 897; Philip Stellwagen against Hattie Hoffman, owner; Andrew Clancy, contractor..... $59

MOTT AV, e s, 75 ft n of 144th St, 25x 100; John Clements against Charles Curtin, owner; John Smith, contractor.... 4

WENDOVER AV, n e corner of Washington Av, 57x100; the Alberene Stone Company against Jerry Altieri, owner; Thomas M. Sheehan, contractor..... 207

WEST END AV, s w corner of 68th St, 100.5x100; Selden Cypress Door Company against Ernest Wetterer and others, owners; Frederick P. Suydam, contractor 2,547

79TH ST, n s, 100 ft w of Columbus Av, 52x100; William Buess against Samuel W. B. Smith, owner and contractor.... 248

80TH ST, s s, 300 ft w of Columbus Av, 50x100; Robert T. Brooks against J. J. Sullivan and another, owners and contractors..... 957

140TH ST, s s, 102.9 ft e of St. Ann's Av, 50x100; the Union Granite Company against Meyer Beyer, owner and contractor..... 234

142D ST, s s, 30 ft e of Amsterdam Av, 220x100; Barney Goldman against Delia Stevens, owner and contractor; John H. Stevens, contractor..... 1,850

163D ST, s s, 350 ft e of Amsterdam Av, 108x100; B. Kreischer & Sons against Peter Talbot, owner; Van Orden & Wetterer, contractors..... 106

Lis Pendens.

BROOK AV, n w s, 116.10 ft n of 3d Av, 28.6x 98.6x25.1x86.11; Frederic J. Middlebrook against Petty, Soulard & Walker Realty Company and others, (foreclosure of mortgage;) attorneys, Bowers & Sands.

BROOK AV, n w s, 145.4 ft n of 3d Av, 25.4x 98.4x4.9x98.6; Frederic J. Middlebrook against Alice M. Holland and others, (foreclosure of mortgage;) attorneys, Bowers & Sands.

BROWN AV, w s, 225 ft n of Sagamore St, 50x 150; George Mackenzie against Catharine A. Gillingham and another, (foreclosure of mechanic's lien;) attorney, D. S. Decker.

JEROME AV, n e corner of 184th St, 67.6x100; Ellen Hardy against Carrie J. Singhi and another, (foreclosure of mortgage; attorneys, Page & Eckley.

LEXINGTON AV, w s, 84.3 ft s of 107th St, 16.8x75; Mary Pottebaum, individually and as executrix, &c., against Angelina Evans, (foreclosure of mortgage;) attorneys, De Grove & Riker.

MONTGOMERY ST, 59; also Montgomery St, e s, Lot 26, map of land of Nicholas Romayne, 7th Ward, 22x60; Rubin Grau against Nathan Lieber and others, (action to set aside deed, &c.;) attorneys, Rosenthal & Rockmore.

60TH ST, n s, 235 ft w of 2d Av, 20x100; Mary Marrin against John Kehoe and others, (foreclosure of mortgage;) attorney, W. E. Stewart.

67TH ST, n s, 425 ft w of Amsterdam Av, 100x 100.5; Mutual Life Insurance Company against William Varley and others, (foreclosure of mortgage;) attorneys, Davies, Stone & Auerbach.

91ST ST, n s, 255 ft e of 9th Av, 19.6x100.8; the Mutual Life Insurance Company against Iva G. Hicks, individually, and as administratrix, and others, (foreclosure of mortgage;) attorneys.

107TH ST, s e corner of Manhattan Av, 25x100.11; Rose McQuade against Philip J. Brunner, (specific performance;) attorney, M. L. Erlanger.

138TH ST, n s, 212.6 ft e of 3d Av, 18.9x100.5; the Society for the Relief of Poor Widows with Small Children against Thomas P. Loughran and others, (foreclosure of mortgage;) attorneys, Miller, Peckham & Dixon.

Moses & Morris.

115TH ST, 402 East; Mary A. Finley and another, executors, &c., against Murdock M. Campbell and others, (foreclosure of mortgage;) attorney, D. Mathewson.

127TH ST, n s, 246.8 ft w of 2d Av, 16.8x99.11; Frederic J. Middlebrook against Bertha M. Hahn and others, (foreclosure of mortgage;) attorneys, Bowers & Sands.

BUSINESS TROUBLES.

New York City.

GEORGE M. SHEPPERD.—George M. Shepperd, who has a livery stable in Westchester, N. Y., has confessed judgment for $2,675 in favor of Daniel Mapes, Jr., balance due for feed.

DIOSSY LAW BOOK COMPANY.—George S. Diossy, Robert D. Diossy, and Charlotte M. Diossy, doing business under the style of the Diossy Law Book Company, publishers and sellers of law books at 231 Broadway, made an assignment yesterday to W. H. Powell. The business is an old-established one, and was started in 1847 by George S. Diossy, grandfather of the present partner of that name. From 1890 to Jan. 2, 1894, it was carried on by a stock company under the style of the Diossy Law Book Company, but since then it has been a partnership affair under the company style. The concern had no capital rating at Bradstreet's. This is the dull season in this line of business, bills were coming due with no money to meet them, and two creditors obtained judgments against them, one on the 11th inst. for $334, on which they paid $150 and agreed to pay the balance in installments, and the other on the 17th inst. for $472. The Sheriff made a levy on the 11th inst. George S. Diossy said yes

EXCURSIONS.

NEW YORK'S OCEAN TRIP
THE FAMOUS CAPE MAY IRON STEAMER
REPUBLIC
Leaves Pier 10 E. R., (above South Ferry,) 8:30 A. M., 1 and 5:30 P. M. daily (including Sunday,)
For LONG BRANCH.
Leaves Long Branch 10:30 A. M., 3:15 P. M. 7:45 P. M.
Trolley connection with Asbury Park, Ocean Grove, and other New Jersey coast points.
Theatricals, Restaurant, Lunch, Oyster Bar, &c.
☞ROUND TRIP FARE, 75 CENTS.☜
The REPUBLIC offers the finest trip for amusement and health-giving recreation, with all the beauties of the Bay and Harbor, the Forts, the ever-changing scene upon the ocean, and a grand view of the Navesink Highlands, and 95,000,000 candle power lights, Sandy Hook, and the cottage cities on the Jersey coast.
The 8:30 A. M. trip gives nine hours at Long Branch.
The 1:00 P. M. trip gives four hours and a half.
The 5:30 trip gives ease and comfort after a day's work, showing the panorama of sea and shore in the early evening; and the return, with the immense Highland Lights, the illumination of the Staten Island and Long Island shores, and the Great City, with its millions of lights, its bracelet of lights across the Brooklyn Bridge, and a scene not to be forgotten.
The REPUBLIC has every comfort for those who travel on her. Excellent restaurant at popular prices. Splendid saloon and saloon deck, and the hurricane deck entirely roofed over, giving protection to all without forcing her passengers to lose the view either by day or night.
A miniature theatre on the main deck has a refined vaudeville performance, without extra charge on each return trip. Concerts on down trip.
The REPUBLIC was the favorite boat at Philadelphia, and she is already the favorite in New York waters.
W. F. Russell, Mgr., 1,181 B'way. Phone, 211 Mad. Sq.

All the World in Miniature, and a Veritable Filipino Village.
GLEN ISLAND
A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, Pain Plaza Stand Horticultural wonders. An unequaled menagerie, magnificent aviary, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, Bathing, fishing, bowling & billiards.
TIME TABLE—ST. JOHN LEAVES Cortlandt St. piers, 8.45, 10.00, 11.00 A. M., and M., 1.30, 2.30, 3.30, 5.15 P. M. So. 5th St., Brooklyn, 9.30, 10.30, 11.30 A. M., 12.30, 2.00, 2.50, 3.50 P. M. East 38th St., 9.30, 10.00, 10.45, 11.45 A. M., 12.45, 2.15, 3.15, 4.15, 5.45 P. M. GLEN ISLAND 11.00 A. M. for East ... st. and Cortlandt sts., 12.00 M., 1.00 P. M. for Cortlandt St. only, 3, 4, 5.15, 6, 7, 8 P. M. for all landings. EXTRA BOATS SUNDAYS.
EXCURSION 40 CENTS.
Including Admission to all Attractions.

MANHATTAN BEACH.
Trains leave foot of 34th St., E. R., N. Y., week days, 5:40, 6:40, 7:40, 9:20, 11:00 A. M., 12:10, and half-hourly 1:10 to 3:40 P. M.; 4:40, 5:10, 5:40, 6:00, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30, 10:50 P. M.
Sundays, 6:50, 8:40, 10:10, 11:10 A. M.; 12:10 and half-hourly 1:10 to 9:10 P. M., 10:10 P. M.
Leave foot Whitehall St. (Battery) via 39th St., South Brooklyn Ferry, daily *7:00, and hourly 8:00 A. M. to 1 P. M. and every forty minutes, 1:40 to 9:40, and *10:20 P. M. *Week days only.
EXCURSION TICKETS 40 CENTS.

ROCKAWAY BEACH.
Trains leave New York, foot 34th St., E. R., 6:50, 8:30, 9:20, 10:00, 10:50 A. M.; 12:20, 1:20, *1:50, 2:20, *2:50, 3:20, 4:20, 5:30, 6:30, 6:50, 7:20, 8:20, 9.20, *9:50, 10:00 P. M. Last train returning 10:40 P. M.
Trains marked * runs Saturday only and Sept. 4.
EXCURSION TICKETS 40 CENTS.

DIRECT TRAINS FROM BROADWAY FERRIES VIA BROOKLYN UNION L. R. R., week days leave Broadway Ferry 6:00, 7:00, 8:00, 9:00 A. M., and half-hourly from 9:34 A. M. to 9:34 P. M. Last train from Rockaway Beach at 10:57 P. M.
FARE 15 CENTS.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS
"NEW YORK" and "ALBANY,"
From Brooklyn, Fulton St., (by Annex), 8 A. M.
" New York, Desbrosses St. Pier, 8:40 "
" New York, West 22d St. Pier, 9:00 "
Returning, due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS

Iron Steamboat Co.
THE ONLY ALL-WATER ROUTE TO CONEY ISLAND.
Leave 22d St., N. R., every 45 minutes, 9:00 A. M. to 9:00 P. M.
Leave Pier 1 N. R., every 45 minutes, 9:30 A. M. to 9:30 P. M.
Leave New Iron Pier, Coney Island, every 45 minutes, 10:40 A. M. to 10:40 P. M.
Excursion Tickets, 25 Cents.

ROCKAWAY BOATS.
ROCKAWAY BEACH.
Steamers GEN. SLOCUM & GRAND REPUBLIC. West 20th St. 8:40 A. M., 10:00 A. M., 1:35 P. M.; Christopher St. 8:50 A. M., 10:15 A. M., 1:45 P. M.; Battery Landing 9:15 A. M., 10:40 A. M., 2:05 P. M.; Bridge Dock, Brooklyn, 9:30 A. M., 11:00 A. M., 2:20 P. M. Return at 11:30 A. M., 4:45 and 6 P. M.
Week days, Round Trip. 40c.
Sun. & Holidays, 60c. Music.

CONEY ISLAND
VIA
CULVER ROUTE.
FROM FOOT OF WHITEHALL STREET, N. Y., via 39th St., Brooklyn, Ferry, every 20 minutes (on the even hour) from 1 P. M. until 7 P. M. Good service all other hours. Steam express trains connect with each boat; time, 30 minutes.

SITUATIONS WANTED—MALES.

Gardeners.

GARDENER.—By Scotchman, married man's place; no incumbrance; thoroughly skilled in greenhouses, graperies, and roses; good vegetable gardener; understands the care and management of gentleman's place; good references. Robson, North Tarrytown Post Office, N. Y.

GARDENER.—Scotch; married; no children; having large experience with greenhouses, graperies, vegetables, lawn, shrubs, planting, and grading, and management of workmen; references. D. L., care of Peter Henderson, 35 Cortlandt St.

Miscellaneous.

PHYSICIAN.—By recent graduate; twenty-five; seeks employment until January, 1900; would take doctor's practice temporarily. Physician, 93 Tribune Building.

GENTLEMEN OF GOOD STANDING AND business ability to represent large business house. Address B., Box 193 Times.

THE TRADES.

MATTRESSES REMADE AT CUSTOMERS' residences in three hours a specialty; new tickings and hair supplied; sole users of own patented oscillating hair carding machines and collapsible benches. THE MAURORONE METHOD, 846 9th Av., 55th and 56th Sts. Telephone, 967 Columbus.

HELP WANTED—MALES.

WANTED—First-class, clean-cut, able-bodied and intelligent men for conductors and motormen. Apply 40 State St., daily, in the morning, Brooklyn Rapid Transit Company.

EUROPEAN HOTELS AND SPRINGS.

MUNICH—Hotel Bayerischer Hof. 1st-class House. Reconstructed entirely, with handsome Winter Garden.

BANKRUPTCY NOTICES.

NO. 1,261—IN THE DISTRICT COURT OF THE United States for the Southern District of New York.—In Bankruptcy.—In the matter of WILLARD B. ADRIANCE, Bankrupt.

To the creditors of Willard B. Adriance of the City and County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 15th day of July, A. D. 1899, the said Willard B. Adriance was duly adjudicated bankrupt, and that the first meeting of creditors will be held at the office of Theodor Aub, referee, 149 Broadway, in the City and County of New York, on the 4th day of August, A. D. 1899, at 10 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

THEODOR AUB,
Referee in Bankruptcy.
New York, July 19th, 1899.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of ROBERT F. CARY, Bankrupt.—In bankruptcy.

To the creditors of Robert F. Cary of the County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 22d day of June, A. D. 1899, the said Robert F. Cary was duly adjudicated bankrupt, and that the first meeting of creditors will be held at the office of Nathaniel A. Prentiss, referee in bankruptcy, 120 Broadway, New York City, on the first day of August, A. D. 1899, at 4 o'clock in the afternoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

NATHANIEL A. PRENTISS,
Referee in Bankruptcy.
July 18th, 1899.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of ALBERT FICKEN, Bankrupt.—In bankruptcy.

To the creditors of Albert Ficken of the County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 5th day of July, A. D. 1899, the said Albert Ficken was duly adjudicated bankrupt, and that the first meeting of creditors will be held at the office of Nathaniel A. Prentiss, referee in bankruptcy, 120 Broadway, New York City, on the 31st day of July, A. D. 1899, at 3 o'clock in the afternoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

NATHANIEL A. PRENTISS,
Referee in Bankruptcy.
July 18, 1899.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—(In bankruptcy.)—In the matter of DANIEL McKEEVER, Bankrupt. No. 1,265.

To the creditors of Daniel McKeever, of the City and County of New York and district aforesaid, bankrupt,

Notice is hereby given that on the 15th day of July, A. D., 1899, the said Daniel McKeever was duly adjudicated bankrupt, and that the first meeting of creditors will be held at my office, No. 71 Broadway, in the City of New York, on the 31st day of July, A. D., 1899, at 11 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

STANLEY W. DEXTER,
Dated July 18th, 1899. Referee in Bankruptcy.

UNITED STATES DISTRICT COURT FOR THE Southern District of New York.—JOHN RUDD, bankrupt.

Notice is hereby given that John Rudd, bankrupt, has filed his petition, dated July 15th, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, August 2d, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon. ERNEST HALL, Referee.
Dated July 18th, 1899.

TO THE CREDITORS OF SOPHIA SCHWAB, bankrupt:

Notice is hereby given that on the 15th day of July, 1899, the said Sophia Schwab was duly adjudicated bankrupt, and that the first meeting of creditors will be held at my office, No. 237 Broadway, New York City, on the 1st day of August, 1899, at 11 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a Trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

ROYAL S. CRANE,
July 18th, 1899. Referee in Bankruptcy.

UNITED STATES DISTRICT COURT FOR THE Southern District of New York.—PHILIP SCHWEB, bankrupt.

Notice is hereby given that Philip Schweb, bankrupt, has filed his petition, dated July 17th, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, U. S. District Judge, in the U. S. Court House and Post Office Building, in the City and County of New York, on Wednesday, August 2, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

JOHN J. TOWNSEND, Referee.
New York, July 18, 1899.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

SURROGATE NOTICES.

DUFFY, SABINA.—The people of the State of New York, by the grace of God free and independent. To Margaret Joyce, John Joyce, Michael Joyce, Mary Fox, Kate Manion, Ellen O'Brien, the heirs and next of kin of SABINA DUFFY, deceased, send greeting:

Whereas, Mary Fox of the City of New York has lately applied to the Surrogate's Court of our County of New York, to have certain instrument in writing, relating to personal property, duly proved as the last will and testament of Sabina Duffy, late of the County of New York, deceased, therefore you and each of you are cited to appear before the Surrogate of our County of New York, at his office, in the County of New York, on the 31st day of July, one thousand eight hundred and ninety-nine, at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

And such of you as are hereby cited as are under the age of twenty one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the Seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said County of New York, at said county, the 5th day of June, in the year of our Lord one thousand eight hundred and ninety-nine.

[L. S.]

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogate's Court.
JOHN C. JUDGE, Attorney for Executor, Office and P. O. Address 375 Fulton Street, Brooklyn, N. Y. je14-law6w&fjy31

DOWIE, PETER.—In pursuance of an order of Hon. James A. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against PETER DOWIE, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of William Bell Walt, Jr., executor's attorney, No. 31 Nassau Street, in the City of New York, on or before the 23d day of November next.—Dated New York, the fifteenth day of May, 1899.—HENRY G. AMBLER, Executor. WM. BELL WAIT, Jr., Attorney for the Executor, 31 Nassau Street, New York City. my17-law6mW

HAWLEY, RAVAUD K.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against RAVAUD K. HAWLEY, late of the County of New York and State of New York, deceased, to present the same, with vouchers thereof, to the subscribers at their place of transacting business, No. 52 Broadway, Borough of Manhattan, in the City of New York, on or before the 18th day of December, 1899.—Dated June 8th, 1899. CHAUNCEY S. TRUAX, JEAN HOLDEN, Executors. ROGER A. PRYOR, Attorney for Executors, No. 52 Broadway, Borough of Manhattan, City of New York. je14-law6mW

KEYES, JOHN.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN KEYES, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of Albert J. Adams, Jr., No. 71 Broadway, in the City of New York, on or before the 28th day of October next.—Dated New York, the 17th day of April, 1899. AIMEE E. KEYES, Administratrix. ALBERT J. ADAMS, Jr., Atty. for Administratrix, 71 Broadway, N. Y. ap19-law6mW

LINK, MARY A.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MARY A. LINK, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of Charles E. Miller, No. 32 Nassau Street, in the Borough of Manhattan, in the City of New York, on or before the ninth day of September next.—Dated New York, the 27th day of February, 1899. REEVES E. SELEE, CHARLES W. LINK, Executors. CHARLES E. MILLER, Atty. for Executors, 32 Nassau St., N. Y. mh1-law6mW

MARCH, PETER S.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against PETER S. MARCH, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Howard R. Bayne, Esq., No. 16 Exchange Place, Borough of Manhattan, in the City of New York, on or before the twentieth day of October, 1899, next.—Dated New York, the 20th day of March, 1899. EGBERT G. MARCH, Executor. HOWARD R. BAYNE, Attorney for Executor, 16 Exchange Place, New York City. mh22-law6mW

MILLER, GEORGE C.—IN PURSUANCE OF an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, bearing date the 25th day of April, 1899, notice is hereby given to all persons having claims against GEORGE C. MILLER, late of the County of New York, deceased to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Frayer, Smith, White & Seaman, No. 141 Broadway, Borough of Manhattan, in the City of New York, on or before the 5th day of November next.—Dated New York, the 5th day of May, 1899. JOHN P. STEVENS, CLARITA C. MILLER, Executors. my2-aw6mW

NEWKIRK, RICHARD G.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against RICHARD G. NEWKIRK, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of William Bell Wait, Jr., executor's attorney, No. 31 Nassau Street, in the City of New York, on or before the 20th day of November next.—Dated New York, the ninth day of May, 1899. SARAH E. NEWKIRK, Administratrix. WILLIAM K LINGENSTEIN, Atty. for Administratrix, 218-220 Broadway, New York City, Borough of Manhattan. my10-law6mW

PRITZ, CHRISTINE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CHRISTINE PRITZ, late of the County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, No. 340 Broad Street, in the City of New York, on or before the 15th day of December next.—Dated New York, the 13th day of June, 1899. RANDOLPH GUGGENHEIMER and ANTONY HAHN, Executors. GUGGENHEIMER, UNTERMYER & MARSHALL, Attorneys, 30 Broad St., N. Y. City. je14-law6mW

RIEDEMANN, DANIEL.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against DANIEL RIEDEMANN, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Davis & Kaufmann, No. 280 Broadway, Borough of Manhattan, in the City of New York, on or before the 14th day of September, 1899, next.—Dated New York, the 13th day of March, 1899. ADAM RIEDEMANN, AUGUST C. KREISER, Executors.
DAVIS & KAUFMANN, Attorneys for Executors, 280 Broadway, Borough of Manhattan, New York City. mh8-law6mW

SANDHAM, SARAH ANN.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against SARAH ANN SANDHAM, late of the County of New York, Borough of Manhattan, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of John Hardy, No. 265 Broadway, Borough of Manhattan, in the City of New York, on or before the 27th day of November, 1899.—Dated New York, the 27th day of May, 1899. ANNA M. SANDHAM, Administratrix. JOHN HARDY, Attorney for Administratrix, 265 Broadway, Borough of Manhattan, New York City, N. Y. my17-law6mW

SCHWIETERING, HERMANN H.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against HERMANN H. SCHWIETERING, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers at their place of transacting business, No. 28 Greene Street, in the Borough of Manhattan, in the City of New York, on or before the 26th day of January next.—Dated New York, the 26th day of June, 1899. HERMANN HARTMANN, GERHARD VON THULEN, Executors. LARNED & MARKS, Attorneys for Executors, 170 Broadway, New York City. je28-law6mW

JANE REDFIELD TURNURE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JANE REDFIELD TURNURE, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers at their place of transacting business, at the office of Zabriskie, Burrill & Murray, their attorneys, No. 21 Broad Street, in the City of New York, on or before the 12th day of December next.—Dated New York, the 12th day of June, 1899. LAWRENCE TURNURE, JR., JEANNIE TURNURE MALLERY, GEORGE E. TURNURE, Executors.
ZABRISKIE, BURRILL & MURRAY, Attorneys for Executors, 21 Broad Street, New York. je14-law6mW

SHEIBLE, ALBERT E.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ALBERT E. SHEIBLE, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Horwitz and Samuels, at No. 346 Broadway, in the Borough of Manhattan, in the City of New York, on or before the 23d day of December next.—Dated New York, the 20th day of June, 1899. NATHAN SALSBURY, Executor. HORWITZ AND SAMUELS, Attorneys for Executor, No. 346 Broadway, Borough of Manhattan, City of New York. je21-law6mW

VAN SCHAICK, JENKINS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Jenkins Van Schaick, late of the County of New York, N. Y., deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, in the Borough of Manhattan, in the City of New York, on or before the 27th day of June, 1899. Dated New York, the 27th day of June, 1899. JOHN B. VAN SCHAICK, SINGLETON VAN SCHAICK, Executors.
JOHN D. KERNAN, Attorney for Executors, 39 Liberty St., New York City. je28-law6mW

REFEREES' NOTICES.

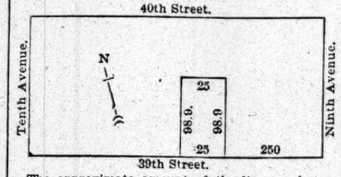
SUPREME COURT, COUNTY OF NEW YORK. —ST. JOSEPH'S APOSTOLIC SCHOOL, Plaintiff, against ELLEN GOGGIN and DAVID McCLURE, as executrix and executor of the last will and testament of Mary Elizabeth Grady, deceased, and others, defendants.

In pursuance of a judgment duly made and entered in the above-entitled action, and bearing date the 17th day of July, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, in the City of New York, on the 10th day of August, 1899, at twelve o'clock noon on that day, by Peter F. Meyer, Auctioneer, the premises located in the County of New York, and directed in said judgment to be sold and therein described as follows:

All that lot of land, with the buildings thereon erected, situate in the Twentieth Ward of the City of New York, on the northerly side of Thirty-ninth Street, between the Ninth and Tenth Avenues, and designated upon a map of the property of Ellen Eliza Ward, made by Samuel B. H. Holmes, City Surveyor, June, 1869, on file in the office of the Register of the City and County of New York, by lot Number 484, commencing on the northerly side of Thirty-ninth Street, adjoining lot Number 485, and distant two hundred and seventy-five feet westerly from the northwesterly corner of the Ninth Avenue and Thirty-ninth Street; thence running northeasterly along said Lot 485 and parallel with the Ninth Avenue ninety-eight feet and nine inches to the centre line of the block between Thirty-ninth and Fortieth Streets; thence easterly along said centre line twenty-five feet to lot Number 483 on said map; thence southwesterly along said Lot 483 and parallel with the Ninth Avenue, ninety-eight feet and nine inches to the northerly side of Thirty-ninth Street, and thence westerly along Thirty-ninth Street twenty-five feet to the place of beginning.—Dated New York, July 18th, 1899.

FRANCIS SPEIR, Jr., Referee.
52 Wall Street, New York.
PURCELL, WALKER & BURNS, Attorneys for Plaintiff, 15 Washington Street, Watertown, New York.

The following is a diagram of the property to be sold; its street number is 419 West 39th Street.



The approximate amount of the lien or charge to satisfy which the above-described property, together with certain property located in the Borough of Brooklyn, in the City of New York, is to be sold, is $7,531.64, with interest thereon from the fourth day of October, 1898, together with costs and allowance amounting to $485.80, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates, or other liens to be allowed to the purchaser out of the purchase money, or paid by the referee, is $5,598.75 and interest.—Dated New York, the 18th day of July, 1899.

FRANCIS SPEIR, Jr., Referee.
jy19-2aw3wW&S&au9

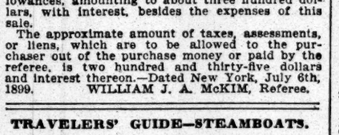
FORTY-SIXTH STREET.—Supreme Court, County of New York.—WILLIAM WICKE and others, plaintiffs, against MINA DUNCAN and others, defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action, bearing date the 14th day of June, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, at No. 111 Broadway, in the Borough of Manhattan of the City of New York, on the 31st day of July, 1899, at 12 o'clock noon on that day, by William M. Ryan, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

"Beginning at a point on the southerly side of Forty-sixth Street, distant one hundred and forty (140) feet westerly from the west side of Sixth Avenue; running thence southerly and parallel with the Sixth Avenue one hundred feet and five inches to the centre line of the block; thence westerly and parallel with Forty-sixth Street twenty feet (20); thence northerly and parallel with Sixth Avenue one hundred feet (100) and five (5) inches to Forty-sixth Street, and thence easterly along Forty-sixth Street twenty (20) feet to the place of beginning, the said premises being known as Number 108 (formerly Number 76) West Forty-sixth Street."—Dated New York, July 6th, 1899.

WILLIAM J. A. McKIM, Referee.
HOADLY, LAUTERBACH & JOHNSON, Attorneys for Plaintiffs, 22 William St., N. Y. City.

The property above described is shown on the following diagram:



and is known as No. 108 West Forty-sixth Street.

The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is ten thousand three hundred and twenty-six 25-100 dollars, with interest thereon from June 13, 1899, together with costs and allowances, amounting to about three hundred dollars, with interest, besides the expenses of this sale.

The approximate amount of taxes, assessments, or liens, which are to be allowed to the purchaser out of the purchase money or paid by the referee, is two hundred and thirty-five dollars and interest thereon.—Dated New York, July 6th, 1899.

WILLIAM J. A. McKIM, Referee.

TRAVELERS' GUIDE—STEAMBOATS.

BOSTON AND NEW ENGLAND.
VIA SOUND LINES.
FALL RIVER LINE
For Fall River, Boston, Martha's Vineyard, Nantucket, Cape Cod, and all Eastern and Northern Mountain, Inland and Seashore Points Steamers PRISCILLA and PURITAN in commission. Orchestra on each. Leave Pier 19 N. R. foot of Warren St., week days and Sundays at 6:00 P. M. Steamers from New York, Sundays only, touches at Newport. On other days of the week Providence Line eastward steamer stops at Newport.

PROVIDENCE LINE
For Newport, Providence, Boston, the North and East. Steamers PLYMOUTH and PILGRIM in commission. Orchestra on each. Leave Pier 19 N. R., foot of Murray St., week days only at 5:00 P. M., touching at Newport, R. I., (Monday mornings excepted.) On Monday mornings Fall River Line steamers touch at Newport.

STONINGTON LINE
For Stonington, Narragansett Pier, Watch Hill, Boston, &c., daily except Sunday. Steamers NEW HAMPSHIRE and RHODE ISLAND. Leave Pier 36 N. R., foot of Spring St., week days only at 6:00 P. M.

NORWICH LINE
For New London, Block Island, Norwich, Worcester, Boston, and the East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pier 36 N. R., foot of Spring St., week days only at 5:30 P. M.

FOR BLOCK ISLAND, ORIENT, GREENPORT, SHELTER ISLAND, SOUTHOLD AND SAG HARBOR, VIA
MONTAUK STEAMBOAT CO.'S LINE.
Steamer leaves Pier 15, E. R., (foot Wall St.,) daily (except Sundays) at 5:30 P. M., on Saturdays at 1:00 P. M. Mondays, Wednesdays, and Fridays steamer stops at Southold and Orient Point. On Mondays steamer Shinnecock will make a daylight excursion to Greenport and Sag Harbor, leaving Pier 15, at 8 A. M. Excursion tickets, $2.00, god to return same day.

Hudson River by Daylight.
PALACE IRON DAY LINE STEAMERS
"NEW YORK" and "ALBANY,"
Finest and fastest river steamers in the world.
Daily except Sunday.
Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier, 8:40 "
" " West 22d St. Pier, 9:00 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, and Hudson. Through tickets and baggage checked to destination.

Albany Evening Line
Steamers ADIRONDACK and DEAN RICHMOND leave Pier 32 N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) connecting with express trains for Saratoga, Lake George, Richfield Springs, Sharon Springs, Thousand Islands, Adirondacks, and the West. Summer Excursion tickets at reduced rates. Saturday night steamer connects with Sunday morning train for Saratoga, North Creek, Caldwell, and steamer on Lake George.

FOR NEW HAVEN, PROVIDENCE, AND BOSTON.
NEW HAVEN LINE.
NARRAGANSETT BAY LINE.
Steamers daily, Sundays included, from Pier 25 East River for NEW HAVEN at 4 P. M. and 12 midnight.
For PROVIDENCE at 4 P. M.
Timely train connections made at New Haven for Meriden, Hartford, and Springfield, and at Providence for BOSTON and all points East. Fine orchestra or Bay Line steamers.

CATSKILL EVENING LINE.
Steamers ONTEORA and KAATERSKILL leave foot of Christopher St. every week day at 6 P. M. On Saturday's ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.
Trains for Cairo-Palenville, Otis Summit, Kaaterskill, and Haines Corners connect.
Bicycles free. Horses and carriages taken. Descriptive folder mailed free.

HUDSON RIVER STEAMER MARY POWELL, Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45,) West 22d St., 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTON, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, HYDE PARK, RONDOUT, and KINGSTON. MUSIC.

HUDSON AND COXSACKIE BOATS
leave foot of Christopher St. every week day at 6 P. M., connecting with B. & A. R. R.
Also Saturdays, Steamer ONTEORA at 1:30 P. M. for Catskill, with annex to Hudson.

TRAVELERS' GUIDE—SHIPPING.

THE SHORT SEA TRIPS
BETWEEN NEW YORK & VIRGINIA
Upon the Fine Express Steamships
OF THE
OLD DOMINION LINE
Make Attractive Outings.
SEND FOR COPY OF PILOT.
H. B. WALKER, Traffic Manager.
J. J. BROWN, Gen'l Pass'r Agent.
Pier 26, North River,
NEW YORK,
N. Y.

NORTH GERMAN LLOYD
FAST EXPRESS SERVICE.
CHERBOURG, S'HAMPTON, BREMEN.
Sailing at 10 A. M.
Trave .....July 25 | †Kaiser W.d. Gr. Aug. 15
Lahn .....August 8 | Trave .....August 22
†Twin-screw Expr. Steamer.
SOUTHAMPTON & BREMEN.
Twin-Screw Passenger Service.
Barbarossa.....Thursday, July 27, 10 A. M.
Koenigin Luise.....Thurs., Aug. 3, 9 A. M.
Frederick der Grosse..Thursday, Aug. 10, 10 A. M.
GIBRALTAR, NAPLES, GENOA.
Sailing at 11 A. M.
Aller.....Aug. 12 | Ems.....Sept. 9
OELRICHS & CO., NO. 5 BROADWAY.

AMERICAN LINE.
FAST EXPRESS SERVICE.
NEW YORK—SOUTHAMPTON—LONDON.
Calling Westbound at Cherbourg.
Sailing Wednesdays at 10 A. M.
St. Paul.....July 19 | St. Paul.....August 16
New York.....August 2 | New York.....August 23
St. Louis.....August 9 | St. Louis.....Aug. 30

RED STAR LINE.
NEW YORK—ANTWERP—PARIS.
Every Wednesday at 12 noon.
Friesland.....July 19 | *Southwark....August 2
Aragonia.....July 26 | Westernland.....Aug. 9
*This steamer carries cabin and third-class passengers at low rates.
INTERNATIONAL NAVIGATION COMPANY,
Piers 14 and 15 N. R. Office, 73 Broadway.

HAMBURG-AMERICAN
Twin Screw Express Line to Cherbourg (Paris), Southampton (London), H'mburg
F. Bismarck, Ju. 27, 10 AM | A. Victoria, Sept. 7, 10 AM
A. Victoria, Aug. 10, 10 AM | Columbia, Sept. 14, 10 AM
F. Bism'ck, Aug. 24, 10 AM | F. Bismarck, Sept. 21, 10 AM
Twin Screw Passenger Service to Plymouth (London), Cherbourg (Paris), and Hamburg. Also N. Y.-Hamburg Direct.
Penn'lva...July 22, 5 AM | Patria, Aug. 12, 8:30 AM
Palatia, July 29, 10 AM | Patricia, Aug. 19, 3:30 PM
Pretoria, Aug. 5, 5 AM | Wald'see, Au. 26, 9:30 AM
HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.
MARQUETTE.....July 22d
MESBA.....July 29th
MANITOU.....Aug. 5
ALL NEW STEAMERS, LUXURIOUSLY FITTED WITH EVERY MODERN CONVENIENCE. ALL STATEROOMS LOCATED AMIDSHIPS ON UPPER DECKS.
FIRST CABIN PASSENGERS CARRIED FROM NEW YORK TO FENCHURCH STREET STATION, LONDON, FOR $50 EACH AND UPWARD.
APPLY 1 BROADWAY.

VACATION CRUISES TO NOVA SCOTIA AND NEWFOUNDLAND UPON
Red Cross Line Steamers.
sailing from New York every Saturday.
St. John's, N. F., and return.....$60.00
Halifax and return.....28.00
Halifax, one way, 2½ days.....16.00
Above rates including meals and berth.
Stopover privileges allowed. Circular tours through Nova Scotia, Newfoundland, and Canada.
RAYMOND & WHITCOMB, Gen. Pass. Agents, 25 Union Square, New York.

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 54 and 52 North River.
Umbria..July 22, 8 AM | Campania..Aug. 12, 9 AM
Lucania..July 29, 10 AM | Servia....Aug. 15, noon
Etruria....Aug. 5, 8 AM | Umbria..Aug. 19, 2 PM
VERNON H. BROWN & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

JAPAN-CHINA
Hawaii and Philippine Islands.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYO KISEN KAISHA.
Between San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong.
Steamers leave San Francisco at 1 P. M.
PEKING.....Aug. 1 | H. K. MARU....Aug.

THE BOND ISSUE HOLD-UP

Efforts of the Tammany Leaders to Break It Again Fail.

HOPE IS NOT YET ABANDONED

Leaders Will Try to Force the Issues Next Week—No Vacation Likely Until Councilmen Come to Terms.

The effort of the Tammany leaders to break the bond issue-hold-up in the Council was repeated yesterday, and again it failed. When the meeting adjourned, however, Councilman Oakley expressed the hope that the dead-lock would be broken next week.

The fight was resumed when Mr. Oakley, the Democratic leader, called up the resolution authorizing the issue of $250,000 of bonds for the Croton watershed. This was opposed by Councilmen Francisco (Rep.) of Brooklyn, Murray (Dem.) of the Bronx, and Cassidy (Dem.) of Queens, who insisted that not that much money was needed and called for an itemized statement of the purposes to which it was to be applied.

Twenty-two votes were required to pass the resolution. On the roll call there were twenty-one votes for and three against it, so that it failed. The negative votes were cast by Messrs. Murray, Cassidy, and Francisco. Messrs. Ebbets, French, Hyland, Leich, and Williams were absent.

Councilman Oakley next took up the resolution authorizing the issue of $2,000,000 of corporate stock for repaving purposes. Councilman Cassidy, leading the opposition, moved the adoption of the minority report, which motion was lost, 17 to 6.

Councilman Murray moved to readjust the apportionment of the funds to the various boroughs, as follows: Six hundred and fifty thousand dollars, instead of $1,000,000, to Manhattan; $945,000, instead of $750,000, to Brooklyn; $270,000, instead of $200,000, to the Bronx; $191,250, instead of $75,000, to Queens, and $33,750, instead of $25,000, to Richmond.

Mr. Oakley declared that this motion could not be entertained, because the Municipal Assembly had no power to fix the apportionment of funds of this nature; that it could only approve or disapprove the apportionment made by the Board of Estimate and Apportionment.

President Guggenheimer ruled that Mr. Oakley's point was well taken and declined to entertain Mr. Murray's amendment. Councilman Cassidy appealed from this decision. He was pleaded with to withdraw the appeal, but declined to do so, and the vote on sustaining the Chair's ruling was taken amid some excitement, it being the first time in the history of the Council that a ruling by the President has been appealed from. The vote was 16 to 7 in favor of the Chair, the opposition consisting of Councilmen Cassidy, Conly, Doyle, Francisco, Murray, Wise, and Hottenroth. Later Mr. Hottenroth changed his vote from negative to affirmative.

The vote was then taken on the two-million-dollar resolution, and it was lost—yeas, 18; nays, 6. The nays were Cassidy, Conly, Doyle, Francisco, Murray, and Wise. This vote was reconsidered, and the resolution put on the list of special orders.

Councilman Brice moved that the Council adjourn to the last Tuesday in August, but Mr. Oakley objected. "There's a chance to get these bond issues through next week," he said. "We had four or five absentees to-day, but we may have enough men to pass them by next Tuesday."

The Council accordingly adjourned for a week. It apparently is the intention of the Tammany leaders not to take a vacation until the bond hold-ups are broken.

RAPID TRANSIT IS SHELVED.

Board of Aldermen Lays on the Table the Memorial from the Commissioners as to the Debt Limit.

A fresh expression of Tammany's antagonism to the Rapid Transit Commission was furnished in the Board of Aldermen yesterday when the memorial addressed to the Municipal Assembly by the commission was laid on the table after a fierce attack by Alderman John T. McCall, the Democratic leader, who said he had half a mind to have it sent to the Committee on Sewers.

The memorial of the Rapid Transit Commission requesting that the Board of Estimate and Apportionment and Municipal Assembly refrain from increasing the debt of the city, so as to permit the construction of the underground road, was being read to the Aldermen, when Mr. Goodman (Rep.) of Manhattan interposed with a motion that, as the document had been so recently printed in the papers, further reading be dispensed with, and the memorial be referred to the Railroad Committee.

Alderman McCall, the Tammany leader, quickly and with some asperity in his tones, moved that the memorial be laid on the table.

"These very grand gentlemen want the Municipal Assembly to hold up all needed improvements in order that the underground railroad can be begun," exclaimed Mr. McCall.

Mr. Goodman declared that the least that could be done to a communication from such a body as the Rapid Transit Commission was to give it respectful treatment.

"The commission is entitled to very little consideration," retorted Mr. McCall. "It has been in existence for over ten years, and during that time these estimable gentlemen have regularly drawn $5,000 a year. One of its members, Mr. Steinway, I believe, did turn his salary over to charity, but he was the only one. Did they ever have a particle of love or respect for the Municipal Assembly before the passage of the Marshall bill, under which the Metropolis Tunnel Company is even now applying for a franchise? That bill gives us the power to build a tunnel anywhere under the city. Now, the Rapid Transit Commissioners have waked up, and they come to us. Treat them with consideration? Why, I might well have moved to send their memorial to the Committee on Sewers, where such things belong."

The motion to lay the memorial on the table was carried, 40 to 6. In the Council it was read and placed on file without comment.

The date for the hearing of the application of the Metropolis Tunnel Railroad Company for a franchise was, by resolution of both branches of the Assembly, set for Aug. 11.

FIGHT OVER A YACHT.

Mr. Anderson Says He Was Assaulted on His Boat by an Agent's Men.

Trouble has arisen over the ownership of the schooner yacht Orinthia, lying at McGowan's shipyard, foot of Fifty-eighth Street, South Brooklyn. The police have been called upon to prevent a forcible seizure of the yacht by one of its claimants. The boat was bought recently by McFarlane Anderson, a reputed millionaire. The craft was sold through A. Perry Bliven of the American Yacht Agency, at 32 Broadway, Manhattan. Trouble arose over the contract of sale, and on Friday last three employes of Bliven are said to have forcibly attempted to take the yacht away from McGowan's shipyard. Mr. Anderson was on board the yacht at the time. A Capt. Lane, who led the three employes of Bliven, is said to have tried to put Mr. Anderson off the yacht, and a scuffle took place. Capt. McDonald of O. J. McGowan's sloop yacht Viking, which was moored near by, hauled the bow line of his boat taut across the bows of the Orinthia and so prevented the latter craft from being moved. Capt. Lane and his men then went away. At Mr. Anderson's request two policemen from the Fourth Avenue Station House are now guarding the yacht.

Henry W. Baird of 40 Wall Street, representing Mr. Anderson, visited the Butler Street Court on Sunday to obtain warrants for Lane and the two men who were with him on a charge of assault. He was told that Mr. Anderson must make the complaint.

Answers to Correspondents.

OLD READER.—There is no continuous trolley route from New York to Boston. However, it is possible to go a large part of the distance over trolley routes.

F. C. C.—Silver dollars of 1804 now sell at $250. None ever sold for more than a few dollars above $1,000. The coinage of the small gold dollars began in 1849 and ended in 1889, and they are at present bought by dealers at $1.25 each on an average, the selling price being $1.50.

READER.—None of the coins described in your letter is of any value. A catalogue of American coins and their values may be bought from J. W. Scott & Co., 36 John Street.

SUIT AGAINST NAT C. GOODWIN.

G. B. McLellan's Complaint and the Actor's Counter Claim Dismissed.

George B. McLellan, who made an agreement with Nat C. Goodwin, the actor, to assume control of the latter's business, and conduct his theatrical tour through the season of thirty weeks, beginning Nov. 28, 1896, subsequently brought an action in the Supreme Court for an accounting, claiming that Mr. Goodwin, without cause, declined to perform his contract, although he accepted the arrangement made by Mr. McLellan with various theatrical managers on his behalf. He claimed that there should be an accounting of the moneys received from these various theatres and theatrical managers throughout the country. By the agreement, Mr. McLellan was to allow Mr. Goodwin 50 per cent. of the gross receipts for each performance, and Mr. Goodwin was to furnish a competent acting company, costumes, and the other theatrical accessories, while Mr. McLellan was to pay all charges and expenses, including author's fees, advertising, and transportation. The Court held on the trial that the plaintiff had abandoned the contract, and that there was no breach of it on the part of the defendant, and the latter's counter claim of $14,000 was allowed. The Appellate Division yesterday modified the decision below by dismissing the counter claim and affirming judgment dismissing the complaint.

LEGAL NOTES.

RESPONSIBILITY OF LANDLORDS AS TO STAIRWAYS.—William E. Brown, who was a tenant and occupant of rooms on one of the upper floors of a tenement house belonging to Joseph Wittner, on Dec. 2, 1896, about 10 o'clock in the evening, descended the staircase, and while on the flight leading from the second story to the lower floor, missed his footing and fell. The stairway was not furnished with a banister or handrail, and there was no light in the hallway, although a gas fixture was provided. At the time of the accident, the law of 1895 required that "the owner or lessee of every tenement or lodging house in the City of New York shall keep a light burning in the hallway upon each floor of said house, from sunset until 10 o'clock P. M. through the year." Another statute then in force required that "all stairs shall be provided with proper banisters and railings and shall be kept in good repair." Because of violation of both these requirements by Wittner, Brown brought a suit against him for damages for the injuries he sustained. A dismissal of the complaint on the trial has been reversed by the Appellate Division. Justice Patterson, in giving the unanimous opinion of the Court, says that so far as the failure to furnish a banister to the stairs was concerned, it might well be that the action would not be sustainable, because the plaintiff had been a tenant in the house for several years, and he well knew the condition of the stairs, for, as he said, he had ascended and descended them hundreds of times. It might, therefore, well be assumed that he was willing to take the risk of that condition. "But with respect to the absence of a light at the time the accident occurred and the negligence of the defendant or his servants in charge of the house in failing to have the light burning on that occasion, an entirely different question arises. There was a violation of the statute proved. * * * That the plaintiff used the stairway in darkness does not, in and of itself, convict him of contributory negligence." (52 N. Y. 354.)

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RIGHTS OF TAXPAYERS.—The Bronx Gas and Electric Company yesterday secured a reversal by the Appellate Division of the Supreme Court of an order made at Special Term, quashing a writ of certiorari to review an assessment of taxation upon its property for 1898. The company claimed that the assessment of its property at $89,000 was excessive, and that it should have been $14,644, the full value. The Tax Commissioners, in their return, asserted that the original cost of the property was $130,000, and that the income from it during the preceding year was more than $61,000. When the case was brought to trial upon the petition and return, the Court, before any evidence had been taken, dismissed the proceeding. Justice McLaughlin, in giving the opinion on appeal, says the Court could not thus summarily dispose of the matter. "A question of fact was presented, both as to the overvaluation of the relator's property and the inequality of the assessment, and which question the relator had a legal right to have determined from such evidence as it and the respondents might produce. * * * The statute giving to taxpayers the right to review assessments is a wholesome and beneficial one. Its purpose is to prevent favoritism and partiality on the part of the assessing power, and to subject all taxable property alike to its fair, just, and proportionate share of tax. To accomplish this, it is made the duty of the Court, when facts are properly presented, to review the decision of the taxing body on the merits, and that was not done in this case."

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HAD NO POWER TO REOPEN THE CASE.—Solomon Cohen was dismissed from the police force in February, 1895, upon the trial of a charge against him, and the action of the Commissioners was soon after affirmed on review by writ of certiorari. In September, 1898, Cohen presented a petition to the Police Board asking to have the investigation which resulted in his dismissal reopened, that he be granted a new trial, and be restored to the rights belonging to him prior to his dismissal. His petition to reopen his case was supported by affidavits, and the main ground was that of newly discovered evidence not available to him on his trial in 1895. The Police Board refused to grant the rehearing, and that decision has now been affirmed by the Appellate Division. Justice Patterson, giving the opinion of the court, says the affidavits certainly tend to show that the application was not without merit, and that upon a rehearing facts might be made to appear that would exonerate Cohen from the charge upon which he was convicted and dismissed. "But we fail to find anything in the powers conferred by law upon Police Commissioners, or anything in their rules or regulations, which would authorize them to grant an application such as this, made nearly four years after the relator's dismissal." Justice Patterson holds also that the decision of the Police Commissioners could not be reviewed by that court.

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CHARGES AGAINST MUNICIPAL COURT CLERK.—The Appellate Division of the Supreme Court yesterday gave a decision as to the procedure to be followed in the proceedings instituted for the removal of Adolphe N. Du Mahaut from the position of Clerk of the Municipal Court, Eleventh District. The Court holds, per curiam, that the proceedings must be prosecuted under the provisions of Section 1,383 of the charter, and "should be instituted upon specific charges, sufficient in their nature to warrant the removal, and then, unless admitted, be proved to be true, with an opportunity to the person charged to cross-examine the witnesses produced to support the charges, call others in his defense, and to be represented by counsel. The charges upon which this application is made, consisting of the affidavits of the Commissioners of Accounts, would seem to be specific charges which require an answer from the person charged, and his affidavit in reply a sufficient answer to such charges. But it would appear that there must be a regular proceeding before the court, when an opportunity will be given to the representatives of the city to prove the charges, and an opportunity to the defendant to be heard in opposition. The time of this hearing is hereby fixed for Oct. 2, 1899, at 10:30 A. M."

Wants $40,000 for Death and Illness.

John M. Kelly of Bath Beach has filed a claim against the city for $40,000 for the death of two sons and the sickness of his wife, caused by the escape of illuminating gas. On June 18 a gas main of the Kings County Gas Company broke, and the gas invaded the house of Mr. Kelly at 107 Bay Thirteenth Street. John M. Kelly, Jr., and Lawrence Kelly, sons of Mr. Kelly, died from the effects, and Mrs. Kelly was made seriously sick. For the death of John M. Mr. Kelly asks $20,000, for the death of Lawrence $10,000, and for the expenses incidental to his wife's illness and hotel board when they had to vacate the house he asks another $10,000.

Need Not Pay Inheritance Tax.

John H. Harbeck, a resident of this city, died in 1878, and left to his wife, Eliza D. Harbeck, the income of $300,000. That was before the income tax law was passed. The widow died in 1896, after the law had been passed, and the Controller claimed that the fund was subject to the tax. The Surrogate held, however, that the fund, having been established under the will of John H. Harbeck, is not subject to the tax. This decree the Appellate Division of the Supreme Court yesterday affirmed.

It is risking too much to use haphazard remedies. In cases of Cold, see the doctor, or take the doctor's prescription—JAYNE'S EXPECTORANT. —Adv.

NEEDS OF PUERTO RICANS

Mrs. Guy V. Henry Tells of the State of Affairs in the Island.

BUSINESS AT A STANDSTILL

Many of the People Starving and Condition Calls for Instant Relief—Business Men Subscribe.

Mrs. Guy V. Henry, wife of Gen. Henry of the United States Army, who was with her husband in Puerto Rico during the time that he served as Military Governor of that island, addressed a large meeting of down-town business men, in the assembly room of the Merchants' Association, yesterday noon. She described the conditions existing in Puerto Rico and explained the needs of the people living there. Her address was earnest and graphic, and aroused much enthusiasm. She was introduced by ex-Mayor William L. Strong, who heartily commended her work.

A point that Mrs. Henry sought to impress upon her hearers was that the people of Puerto Rico were not only willing, but eager to be educated in the English language. They wanted help only to enable them to help themselves under the changed conditions.

Mrs. Henry began her address by complimenting Mr. Corwine upon the admirable report that he had made upon the commercial conditions in Puerto Rico. "Business is at a standstill in that island," said Mrs. Henry, "and the people are very poor. The sugar mills have no one in them except half a dozen people. The women are poor and idle. There is no work for them to do. There are many women in Puerto Rico who were supported by pensions from the Spanish Government. That has been taken away from them, and there is much poverty in Puerto Rico.

"The question now is: 'What shall we do with our new colonies?' Send them, I say, our very best. Let us not look to Great Britain to see what she has done in India. Let us act as a country for ourselves. Let us send the very best of everything that we can give—the best of every profession, the best of everything in a commercial sense. I want to say to you that we must do this work at once; that it can be done by putting our shoulders to the wheel, the same as the aid society did down in San Juan.

"I have been told that I must not say they are starving in Puerto Rico, but you may find out that before I get through. When Gen. Henry and I went to the capital of Puerto Rico, San Juan, we found that there was desperate need for help there, and we decided to start an aid society. We sent out appeals to the army and navy men and women down there. In response to our appeals some twenty or thirty women assembled for the purpose of organizing a relief or aid society. I suggested that it would be well to start a society for the poor, a society which would be non-sectarian, and one which would afford relief to the needy, no matter of what class or condition. I impressed upon them that we would have to work very carefully, very patiently and earnestly; that we had no funds, except those that we might raise ourselves. The response was wonderful.

"With the money we raised we bought goods, which were turned into clothes for the poor women and children as fast as the twenty to thirty women in the society could turn them out. It was absolutely impossible to meet the demand for relief. At this meeting so pressing was the demand that we had to close our doors. We had no money. We had little strength. During the three days in which our doors were closed all the women worked very hard, turning out as much as they could. In this way we supplied, as best we could, the urgent demands for relief."

Gen. Henry supplemented his wife's address by the brief statement that the great need of the Puerto Ricans was education and the opportunity to help themselves. They wanted to become Americans, he said, but they did not want to be Americanized. They were willing to be governed by the laws of this country, but they did not want to be overrun by carpet-baggers. The people of Puerto Rico could be won by affection and sympathy, and they were looking to this country eagerly for the means of improving their condition.

Robert C. Ogden, the resident partner of John Wanamaker, was called upon for a few remarks. He said that the question of the hour with the people of this country seemed to be, "Am I my brother's keeper?" With regard to our recent territorial acquisitions, both civilization and humanity answered in the affirmative. The struggling people who need the aid of this country should have it. "We have taken possession by force of arms," added Mr. Ogden, "and we must keep control by affection." Mr. Ogden suggested that a fund be started to assist Mrs. Henry's society. He subscribed $100 for himself and $100 for Mr. Wanamaker.

William F. King, President of the Merchants' Association, said that he was authorized to subscribe $250 for J. Pierpont Morgan. Other donations were: The Hockanum Association, $200; George L. Putnam, $50; Duncan D. Chaplin, $50; Louis Windmüller, $25; Mrs. George Buckham of Stockbridge, Mass., $50; Col. A. C. Bakewell, $25; William L. Strong, a case of calico; William J. Schieffelin, a case of drugs.

Duncan D. Chaplin, John C. Eames, William R. Corwine, S. C. Mead, and H. D. Lockwood were appointed a committee to canvass the trade for money and for merchandise and report to the Colonial Aid Society of the United States. It was arranged that W. R. Corwine should personally receive and acknowledge all donations and look after their shipment to Puerto Rico. Under a ruling of the authorities at Washington, goods may be shipped by the Colonial Society in this country to the similar society in San Juan free of duty. The owners of the New York and Puerto Rico Steamship Company have agreed to forward all goods free of charge when such goods bear the society's label.

THREE BOYS MAY BE DROWNED.

New York Central Lighter Runs Down a Boat Off Guttenberg, N. J.

There is a black-bodied rowboat at the Wilcox Lard Refining Works in Guttenberg, N. J., which figured in what the employes of the works believe was a triple drowning accident on Monday afternoon. The men at the works say that in the middle of the afternoon they saw three boys in the boat pulling for the New York shore. They were having trouble, owing to the current, and were rowing frantically when seen. The cause of their excitement was made out to be the approach of a big New York Central lighter, which was coming down the river, headed directly for the boys. The lighter appeared to be unable to steer out and was being carried along by the current. A collision followed, but whether the boys were drowned or not is not known.

The lighter stopped and turned about after the collision, but if she picked up any of the boys it was on the side away from the Jersey shore. She then continued her way down the river.

The rowboat was left adrift, and some boys put out from the Wilcox dock and took it in tow. They also picked up a black derby hat. The boat has "Forty-ninth Street" painted on its stern.

Mrs. Julius Adler's Second Divorce.

Mrs. Nellie H. Adler, the wife of Julius Adler, a musical director, was yesterday granted an absolute divorce from her husband by Justice Nash, in the Supreme Court. The Adlers were married in this city in 1896. Mrs. Adler named Miss Daisy Belle Bowlen of Noblesville, Ind., as co-respondent. Mrs. Adler was formerly a member of The Bostonians Opera Company, in which she sang under the name of Nellie Rainsley. She was married in Chicago to a merchant there named Shelby, and upon her application was permitted by Justice Nash to resume the name of Mrs. Shelby, she having some time ago secured a divorce from her first husband.

Horseshoe Nail in His Breast.

Because his wife had him arrested and locked up on a charge of abandonment, Joseph Wochl attempted suicide yesterday in a cell at Police Headquarters, Jersey City. At 3 o'clock the keeper heard an unusual noise and traced it to Wochl's cell. He found Wochl pounding his head furiously against the sides of the cell in an evident attempt to dash out his brains. When the door was opened Wochl was ready to drop from exhaustion. Then the keeper found that Wochl had driven a horseshoe nail into his breast near the heart. He was sent to the City Hospital, where it was said he would recover.

Advance order is required if you wish to be sure of getting THE NEW YORK TIMES editions of Saturday, with Review of Books and Art, and Sunday, with Illustrated Magazine Supplement. —Adv.

There was once a man, who afraid of getting corns amputated his entire leg.

We can sympathize with him for we never do things by halves ourselves.

For example:

To-day, 500 pairs of $3 bicycle shoes, tan and black, men's and boy's, are marked $1.

700 pairs of $5 enamel, patent leather, vici kid and russet high shoes are marked $2.25.

A few low ones, same price.

All three stores.

ROGERS, PEET & Co.

350 Broadway, cor. Leonard.
569 Broadway, cor. Prince.
Thirty-second and Broadway.

THE MOLINEUX CASE.

The Grand Jury Listens to Further Evidence—H. C. Cornish One of the Witnesses.

The consideration of the Molineux case was continued by the Grand Jury at its session yesterday. A large number of witnesses were on hand, but they were very carefully guarded from being interviewed by any one, being practically held prisoners by the District Attorney's officers in the office of Mr. Osborne until such time as they were needed in the Grand Jury room.

The witnesses who testified yesterday were Nicholas Heckman, proprietor of the letter-box agency in Forty-second Street; John Post, Miss Grey, and Miss Evans, who were employes connected with the patent medicine companies who were alleged to have received letters from the poisoner of Mrs. Adams. In addition, H. S. Clark, paying teller of the Lincoln National Bank; Prof. Tyrell of Milwaukee, who is connected with the Northwestern Life Insurance Company, and Mr. Kinsley, testified relative to handwriting specimens before the jury. The proof of death of Mrs. Adams was furnished from the minutes of the Coroner's jury, and by the stenographer who took the testimony. The medical testimony relative to the poison, &c., was furnished by Drs. E. P. Hitchcock and Phillips and Prof. Rudolph Witthaus. The alleged motive for the murder is reported to have been furnished by John D. Adams, Secretary of the Knickerbocker Athletic Club, who, it is stated, testified as to quarrels between H. C. Cornish and Molineux.

H. C. Cornish was also a witness, and in addition to his testimony relative to his alleged troubles with Molineux, is said to have testified relative to a trip to New Haven to see the chemist, Swayne, who made an affidavit that in 1897 he had compounded poison for one "H. Cornish." Cornish is said to have told the jury how he went to New Haven Monday, and in the guise of a detective confronted Swayne, who failed to recognize him in any way. It is stated that Detective Sergeant McCafferty furnished corroborative evidence as to this part of the testimony of Cornish, while on the other hand, it is said that Chemist Swayne has stated that he did recognize Cornish on Monday, but, fearing a trick, did not betray the fact.

The Grand Jury adjourned late in the afternoon. It is understood that to-day the jury will not formally take up the case, but will ask Judge Blanchard, sitting in Part I., General Sessions, for advice relative to the admission of certain testimony, and that it depends on the decision of the Justice whether on Thursday further testimony will be heard or whether a vote on the question of indictment will be taken without listening to other evidence.

TRIED TO KISS A MAGISTRATE.

Italian Peddler Overjoyed by a Fancied Decision in His Favor.

Magistrate Brann in the West Side Police Court had an odd experience yesterday with an Italian peddler, who, overjoyed by a fancied decision in his favor, wanted to kiss the Magistrate, and ran behind the desk with that purpose in view. Gaetano Ruz was the name of the Italian, who lives at 966 Third Avenue, Brooklyn.

Several months ago Ruz purchased a rig, the wagon and harness from one person, and the horse from a veterinary surgeon of the name of O'Connell, paying $12 for the horse. Some evil-disposed persons stole the outfit shortly after its purchase, and Ruz became disconsolate thereat.

While on Pier 48 North River on Monday he thought he saw the stolen rig in the possession of Stephen Young, a peddler, of 348 East Seventy-sixth Street. Young was arrested on complaint of Ruz by Policeman McIver of the West Thirty-seventh Street Station and locked up on the charge of grand larceny. He obtained bail later.

Dr. O'Connell testified in court that the horse was not the one he sold to Ruz, and Magistrate Brann discharged Young. The Italian set up a howl and shed tears freely. Dr. O'Connell, actuated by a feeling of pity, pulled out a roll of bills and handed $12, the price of the horse, to the Italian, who instantly changed front.

"Ah, da gooda boss, da gooda boss," he cried, looking at the Magistrate, at the same time handing him a two-dollar bill. "I wisha to kissa da good boss."

Suiting the action to the word, he darted down the steps of the "bridge" and into the corridor which leads to the Magistrate's bench. Magistrate Brann paled perceptibly when told of Ruz's purpose. Court Policeman Jordan, however, caught the Italian just as he was a few feet from the Magistrate. Ruz then quit the courtroom pressing the bills to his breast.

MUSIC IN THE PARKS.

Concerts at Mulberry Bend and Abingdon Square.

There will be music at Mulberry Bend Park by Di Matteo's Band to-day at 8 P. M. The following is the programme:

Prelude, "Star-Spangled Banner."
Overture, "Il Italiana in Algeria".....Rossini
Waltz, "Sweet Repose".....Witt
Fantasia, "My Old Kentucky Home".....Langey
Selection, "Amorita".....Czibulka
Cornet solo, "Miserere" in "Trovatore"..Verdi
Duet, by G. Di Matteo, cornetist; S. Allessio, trombonist.
Potpourri, "Erin-go-Bragh".....Claus
Selection, "Neapolitan Songs".....Gatti
Clarinet solo, "Il Rigoletto".....Deleo
Mr. Deleo.
Medley, "Gems of the Season".....Chattaway
Finale, "A Hot Time in Mobile".....Carter
"Home, Sweet Home."

At Abingdon Square Park Rampone's Old Guard Band will give this programme:

Prelude, "The Star-Spangled Banner".....Key
March humoristic, "The Letter Carrier"..Muller
Overture dramatique, "Maximilian Robespierre".....Litolff
Concert waltz, "San Domingo".....Marks
Grand selection from "Rigoletto".....Verdi
{(a) "Royal Minuet".....Bucalossi
{(b) "A Two-Step in Irish Rag Time"..Balfmoor
Ballet music from "Faust" (Suit I.).....Gounod
Vocal Solo {(a) "Since Ma' Po' Joe's Gone".....Lehman
{(b) "Because," (by request)...Bowers.
Miss Kitty Rampone.
{(a) Intermezzo Sinfonico, "Cavalleria Rusticana".....Mascagni
{(b) Polka, "Pizzigato".....Strauss
Selection on popular melodies, "The Hummer".....Mackie
Galop, "The Railroad".....Strauss
Finale, "Home, Sweet Home."

Hepburn Indictment Dismissed.

Justice Stover, sitting in the Special Term of the Supreme Court, Brooklyn, yesterday dismissed the indictment against William Hepburn for alleged bribery, under Section 671 of the Criminal Code, which provides that an indictment may be quashed where there is no possibility of conviction. Hepburn was indicted in April, 1898, jointly with Charles M. Winant, for alleged bribery of Frederick G. Isles, Secretary of the Grand Jury at the time of the investigation of Commissioner of City Works Willis of Brooklyn. Winant was tried in May last and was acquitted.

FLINT'S FINE FURNITURE

MAHOGANY BARGAINS.

The first mahogany log sent to England, early in the eighteenth century, was made into a bureau for the Countess of Buckingham. Ever since there has been a constantly increasing demand for this most richly colored age-improving wood.

But with all its beauty and longevity we have some odd suites whose room we need for newer designs, and have marked below factory prices.

Mahogany Bedroom Suites,

$40.00 reduced from $50.00
$80.00 " " 95.00
$100.00 " " 130.00
$225.00 " " 280.00

These merely hint of the economy you may practice now, if you

"BUY OF THE MAKER."

GEO. C. FLINT CO.

43, 45 AND 47 WEST 23d ST.
NEAR BROADWAY.

FACTORY: 154 AND 156 WEST 19th STREET.

SIX YEARS FOR VALENTINE

Wrecker of the Perth Amboy Bank Pleads Non Vult.

DEPOSITORS MUCH INCENSED

Think the Sentence Should Have Been Heavier—May Prosecute the Bank Officials.

NEW BRUNSWICK, N. J., July 18.—George M. Valentine, the defaulting cashier of the Middlesex County Bank, at Perth Amboy, was sentenced this afternoon by Judge Woodbridge Storm, in the Middlesex County Court, to six years in the State prison. There was no trial, as Valentine pleaded non vult.

Mrs. Valentine, the wife; Howard Valentine, and Mulford Valentine, uncles, and his brother, Howard Valentine, together with several other members of the Valentine and Anness families, were in the courtroom when sentence was passed.

This place had been greatly excited in anticipation of the calling of the Valentine case, and when the courtroom was opened the crowd surged in, quickly filling all the available space. There was a large delegation from Perth Amboy and from Woodbridge, the home of the Valentine family and of the Anness family, to which the cashier's wife belongs. There was no demonstration against Valentine, as some had feared.

Valentine was brought in from the county jail, where he has been confined in the custody of Sheriff Litterest. Judge Rice and Edward S. Savage, his lawyers, accompanied him. He answered the usual questions in a fairly clear and steady voice. His calm demeanor, however, was plainly forced. Only a few people who were close to the Prosecutor or to the relatives knew how he would plead. At a conference held yesterday between Judge Rice, Prosecutor Voorhees, and Mr. Savage, the details were arranged.

Prosecutor Voorhees, in addressing the Court for the people, said that it was unnecessary for him to go into the details of the defalcation, as the facts in the affair were already known to the Court. He then moved for sentence. Mr. Savage made an eloquent appeal to the Court for mercy. He dwelt upon the reputation of the old Valentine family, which he said had for many years in Middlesex County borne an excellent name for honesty. He called the attention of the Court to the fact that Valentine had surrendered himself, and had saved the county the expense of a trial. He had, Mr. Savage said, done all in his power to right the wrong.

When sentence was passed Valentine stood unmoved at the bar until the Sheriff on one side and his counsel on the other took him by the arm to lead him away. As he passed the corner where his wife and relatives were seated he stopped and kissed his wife. He then shook hands with his uncles and brother and was led back to the county jail. To-morrow he will probably start for Trenton to begin his sentence.

PERTH AMBOY, N. J., July 18.—The news from New Brunswick that George M. Valentine had been sentenced to but six years in State prison for wrecking the Middlesex County Bank created great dissatisfaction here. It was felt that the term should have been much longer.

The light sentence has embittered the depositors of the bank against the officers of the institution, and Prosecutor Voorhees will be asked to bring the whole matter before the next Grand Jury, with a view of indicting the officers, who are now being held responsible, in public opinion, for the easy way in which Valentine wrecked the bank.

There is a possibility that some of the depositors may not wait for the Grand Jury to meet, but will institute action against the officers of the bank at once in the criminal courts. John H. Gregory, Max Goldberger, and Crosby & Hill are three depositors who have consulted lawyers, and who say they are not content to have Valentine alone punished.

If they make charges, they will be based upon events with which Valentine had nothing to do directly. They say the bank officers knew by noon on Monday that something was wrong. By Monday night they must have begun to realize how serious the state of affairs was. Despite this, the bank only remained open all day Monday, but also on Tuesday, Wednesday, and Thursday.

During this period business was carried on as usual and deposits were taken. Between the time the situation must have been clear to the bank's officers and the time they closed down Mr. Gregory deposited $2,000, Mr. Goldberger $5,000, and Crosby & Hill $4,000. It is claimed these amounts were received after it was known the bank was ruined.

Mr. Gregory is particularly incensed. He deposited the $2,000 on Thursday. In the ordinary course of business the check would have taken at least twenty-four hours to reach the bank in New York on which it was drawn. Had it gone through the regular course, the money would not have been credited to the Middlesex Bank through its Clearing House agent before Friday at noon. Still, on Friday morning the check had been cashed by his New York bank.

Mr. Gregory claims that as soon as he paid in the check, a messenger was sent to New York with it, and it was paid over the counter, thus avoiding the delay of the Clearing House and getting the actual cash into the possession of the Middlesex Bank. Had the usual course been followed, he could have stopped the check on Friday morning and no one would have suffered.

Mr. Gregory claims that this affair alone renders the officers of the bank liable to criminal prosecution, and he says personal friendship will not deter him from taking the formal steps. Warrants may therefore issue at any time for some of the bank's officers.

Lay in a Field Helpless for 20 Hours.

James Young, thirty-four years old, of Lincoln Place and Washington Avenue, Garretsons, S. I., was found lying in a field at Garretsons late last night unable to move. It was found that three ribs were broken, and his spine injured. He says that on Monday night he was struck by a Midland electric car and injured. The car did not stop, and he crawled to where he was found, and lay there all night and all day, about twenty hours. He says he was unconscious for part of the time, and suffered much during the day from heat and thirst. He was taken to the S. R. Smith Infirmary.

Miss Clara Barton Here.

Miss Clara Barton of the Red Cross Society, who was a passenger on the Ward Line steamer Havana, which arrived yesterday from Havana, was sent to Hoffman Island to await the usual quarantine detention for observation. Miss Barton says that the Red Cross affairs in Cuba are in good condition. Red Cross asylums have been established, and the society is doing good work among the people. Miss Barton expects to go to Washington as soon as she is released.

The Attractions of Our Stores Are Their Low Prices.

Macys

R. H. Macy and Co.

Both Sides of 14th St. (Running from 13th to 15th St.), Sixth Ave.

Concerning Silks

If you follow the trend of industrial affairs in matters of dress, you know that prices of silks are stiff. The cost of raw material has been rising—steadily rising for months. There has been no fluctuant movement. Each change meant an upward bound. That's the word that comes from every silk producing centre. Conditions in France, Switzerland, Italy, China, Japan and America are identical. Students and theorists of fabric economics have written learnedly upon the subject. Trade journals and the daily newspapers continue to chronicle the shutting down of silk mills. All comments and explanations run in the same vein—merge in a common conclusion—"the raw stuff is scarce and high." The above preface will create extra interest in the facts below.

75c. Brocaded Black India Silks at 39c

A manufacturer has just delivered to us six thousand yards Brocaded Black India Silk which were contracted for by us when the market was much weaker than it is to-day.

It is pure silk through and through. The surface has the real richness that comes of a brilliant taffeta finish. The spinning is strong, firm, perfect. The dyeing is fine and full-lustre. There are twelve choice patterns—small, medium and large effects. The width is 24 inches. They are worth 60c. at wholesale. We could not duplicate them for less.

75c. would be a fair retail price for such qualities and styles.

Your Choice 39c

MEN'S Balbriggan Underwear.

Summer weight Shirts and Drawers, (Shirts, long or short sleeves,) AT 25c. EACH; (worth double.)

Imported French Balbriggan Shirts and Drawers, (the kind that sell at 75c.,) TO-DAY AT 50c. EACH.

Daniell's, Broadway, 8 & 9 Sts.

Loss of Appetite.

Horsford's Acid Phosphate

Strengthens the stomach and creates a good appetite for food.

Genuine bears name Horsford's on wrapper.

WORTHINGTON C. FORD'S CASE.

Everett P. Wheeler Pronounces His Dismissal a Serious Blow to Civil Service Reform.

Everett P. Wheeler, who was Chairman of the former Civil Service Supervisory and Examining Board of this city, said yesterday that he thought Worthington C. Ford's statement, published in THE NEW YORK TIMES, presents the matter of his forced resignation in a light that is not at all favorable to the Administration.

"The public was assured by Secretary Gage," said Mr. Wheeler, "that while Mr. Ford's resignation as head of the Bureau of Statistics was asked for, it was not forced, and Mr. Ford could have held his position if he wished. Now comes Mr. Ford, whose simple word will be accepted implicitly by every one who knows him, and declares that the Secretary had already selected a successor to him, and that 'there was no option, as a request from the Secretary is equivalent to a demand.' Of course, Mr. Ford construed the request as a demand; almost any one else would have done the same. On that point Mr. Ford has made the matter perfectly clear, and has, in so doing, done a good service to the cause of civil service reform.

"It is of peculiar interest that this case is as striking an instance of the violation of the spirit and letter of the civil service regulations as could have been made. Mr. Ford is a man of exceptional ability, of the widest information about statistics, and of the greatest experience in gathering them and in presenting them effectively. His accuracy was remarkable, and he was a recognized authority throughout the civilized world. If a less finely equipped and capable man has been put in his place it will be a distinct injury. The post is of great importance, and the figures gathered and tabulated in the bureau are widely used by people in this country and abroad.

"Another characteristic of Mr. Ford's work was that it was absolutely fair and unpartisan. You could not detect his personal politics in his figures. They were as calm and dispassionate as a Judge's charge. They presented the full data, leaving the student to draw his own deductions. It is a great loss to the civil service of this country that such an official should have been dismissed, and it is a serious blow aimed at the spirit of civil service reform."

MAY WITHHOLD SALARIES.

Pay of City Officials Not Chosen According to Law May Be Held Up.

Controller Coler and the Municipal Civil Service Commission have been warned by the Civil Service Reform Association that all appointments in the city's employ made since April 19 are illegal, unless they conform to the new civil service law, which went into effect on that date, and that the appointing officers will be held responsible for salaries paid to such illegal appointees.

In view of this contention, it is expected that the pay of all officials whose status is in doubt will be held up until the matter is settled by the courts.

About 525 officials, it is estimated, are affected by the question that has been raised. Of these, 325 are in the Department of Charities. The new Chief of the Fire Department, Edward F. Cro